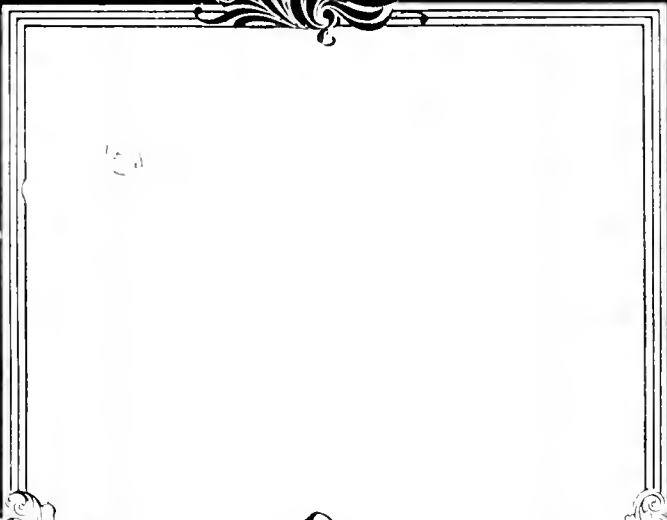
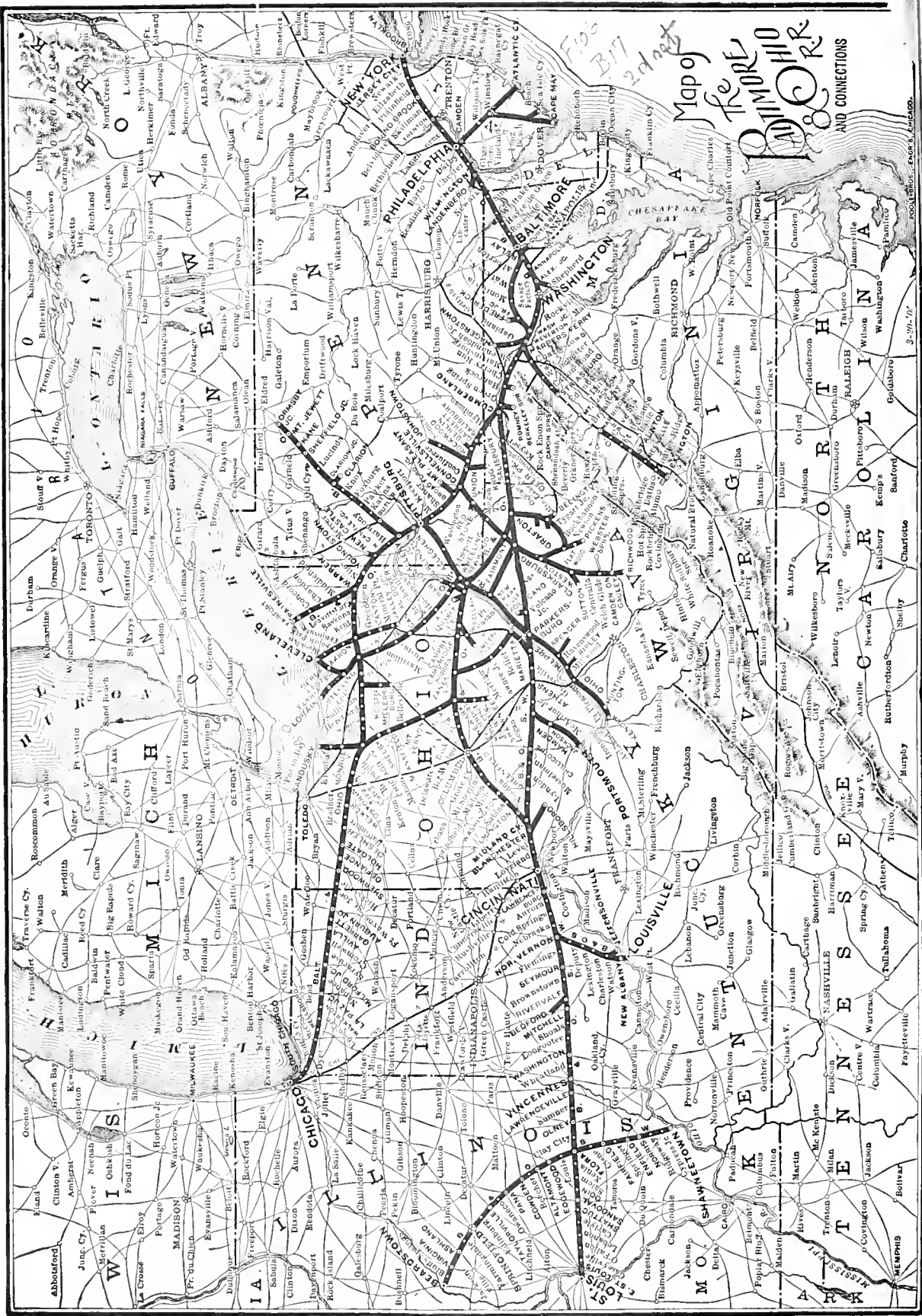


ROYAL BLUE





Map of
the
RAILROAD
AND CONNECTIONS

Fig 6
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2nd ed

K.K. M. 2 - 11



David Brenneman Martin

In Memoriam

David Brennerman Martin

Born September 22, 1843

Died October 12, 1909



Manager Passenger Traffic

Baltimore & Ohio Railroad

April 15, 1897

October 12, 1909

23



Photo by G. B. Lucky, taken on first day of operation on field

**THE AERODROME AT THE UNITED STATES AVIATION FIELD AT COLLEGE PARK, MD., ON THE BALTIMORE & OHIO RAILROAD
BETWEEN WASHINGTON AND BALTIMORE**

Lieut. Lahm Wilbur Wright

Wilbur Wright, instructor; Lieutenants Lahm, Humphries and Foullois, pupils in the art of aviation

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

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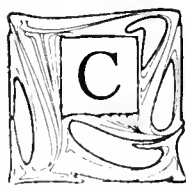
WILLIAM ELLIOTT LOWES, EDITOR

VOL. XIII

BALTIMORE, OCTOBER, 1909

No. 1

National Aviation Field, College Park, Md.



COLLEGE PARK, MD., eight miles from Washington, on the Baltimore, Philadelphia and New York division of the Baltimore & Ohio Railroad, "Royal Blue Line," has been selected by the United States Government as an aviation experiment field. The site chosen is eminently suited for such a purpose. It is nearly a mile in length and about half a mile in width and is in the center of a valley more than a mile wide and about six miles long. It is the most available spot to Washington that could be selected and is much better suited for the purpose than Fort Myer, where the original trials of aeroplanes for the Government were made by Orville Wright.

As College Park is surrounded by low, wooded hills and is not located on any large

body of water, the velocity of the wind is naturally low, and this is a most important feature.

The international aviation meet for 1910 will be held in America, and among the large cities which are contesting for it, Washington and Baltimore have suggested it be held at College Park. In event the Government grounds be selected for that purpose, the field will be extended to proper length and width, which would make it eminently desirable, not only because of its physical fitness, but also for its proximity to the greatest number of people in the shortest time; or, in the words of the president of the chamber of commerce of Washington, one of the leaders in the movement: "We are within a night's ride of 40,000,000 people."

The aviation grounds are on the main

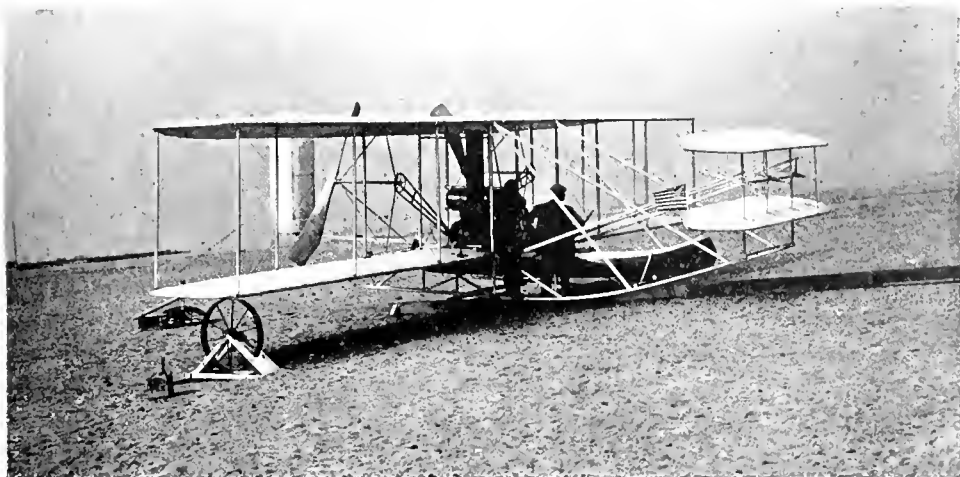


Photo by James H. Hare, Collier's Weekly

WILBUR WRIGHT AND HIS MACHINE, WITH CANOE ATTACHED, JUST BEFORE HIS FAMOUS
TWENTY-MILE TRIP FROM GOVERNOR'S ISLAND UP THE HUDSON RIVER AND RETURN

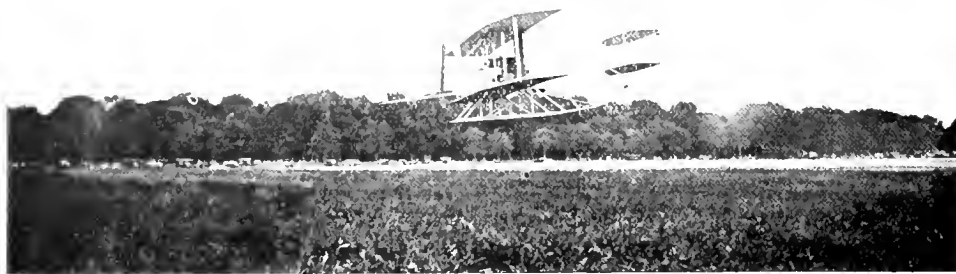


Photo by James H. Hare, Collier's Weekly

ORVILLE WRIGHT AT FORT MYER TESTS. SHOWING THE GRACE WITH WHICH THE MACHINE LEAVES THE GROUND

line of the Baltimore & Ohio Railroad and all through trains from New York, Philadelphia, Baltimore, Pittsburg, Columbus, Cleveland, Cincinnati, Louisville, Chicago and St. Louis pass in full view of the grounds.

Brig.-Gen. James Allen, chief signal officer of the United States Army and chairman of the army board of aeronautics, in

speaking of the College Park field and its advantages for flying, said:

"We selected the field because of its levelness, its freedom from obstruction and its accessibility. Lieutenant Lahm, who will be one of the officers to be instructed at College Park, made an examination of all the surrounding country and his judgment was that this site was by far the most



Photo by James H. Hare, Collier's Weekly

ORVILLE WRIGHT AT FORT MYER TESTS. "BRINGING OUT THE BIRD"



Photo by James H. Hare, Collier's Weekly

ORVILLE WRIGHT FLYING AT FORT MYER

available for our purposes. Wilbur Wright went out there and examined it and approved it as a suitable country for flying.

"What we propose to do out there at first is to engage in some preliminary tests, so that our men will be able to operate the machine. How long will be required to teach them I cannot say. The two men who will be first instructed are Lieuts. Frank R. Lahm and B. D. Foulois."

Concerning the movement to have the international aviation meet held on that field, General Allen expressed himself heartily as hoping it would be successful.

"The army," he said "would be glad to have the meet held there and will, I am certain, co-operate in every way to have it there and to make it a success, if it is held."

"I think the month of May would be the proper month to hold the meet. Not only



Photo by James H. Hare, Collier's Weekly

LIEUTENANT LAHM AND GLEN H. CURTISS WATCHING ORVILLE WRIGHT FLY AT FORT MYER



Photo by James H. Hare, Collier's Weekly

FLYING STEADILY OVER THE FIELD AT FORT MYER

will it be cooler and more pleasant for the crowds who would undoubtedly come here than August, but Congress would then be in session, and the winds and general weather conditions would be better.

"So far as the suggestion of holding the meet here under military control is concerned, I doubt whether that would be entirely feasible or desirable. In the first place it will be a civilian and not a Government

affair. We would, however, co-operate with the managers of the meet in every way possible, and, if desired, would station a detachment of men at the field to aid in the control of the crowds.

"The College Park site, judging from what I have seen of it, could easily be made adequate for such a meet as is proposed. The trees that fringe the field and which will not interfere with our tests could be cut



Photo by James H. Hare, Collier's Weekly

WILBUR WRIGHT TIMING HIS BROTHER ORVILLE'S FLIGHT AT FORT MYER

down if it were thought necessary and the cleared country could thus be greatly enlarged.

"In my opinion, however, the trees will make but little difference, as by the time the meet is held, such progress will be made that you will find the aviators flying straight from College Park to Baltimore and alighting in one of your parks there."

Lieutenant Sweet, who has been designated as the official observer for aeronautics, and who in this capacity will be present at the College Park flights, was even more enthusiastic over the movement to have the international meet held there.

"From a patriotic standpoint, as well as for other reasons," he said, "the next meet should undoubtedly be held close to Washington."

"I do not think other cities in the country should ask for this first meet, but should recognize the desirability of holding it close to the national capital, where the Congress of the United States will be assembled, and where its influence will be more beneficial

in arousing sentiment and educating the people. By all means, it should be held close to this city, and I think the right of Washington in this respect ought to be conceded.

"After the first one has been held near the capital, the other cities could have their turn, but in the present stage of aerial development it seems to be important that the meet should be as close as possible to this place."

Lieutenant Sweet has been working for some time in an effort to have the United States Navy make a start in aviation, so as to keep pace with the army along this line, and has twice drawn up specifications for a naval aeroplane that could be started from the deck of a battleship, but has as yet failed to have them approved, the authorities in the Navy Department having decided that the time is not yet ripe for the navy to take up the question, and that for the present it will content itself with observing progress.

Rapid progress was made in clearing the new aviation field of all bushes and unneces-

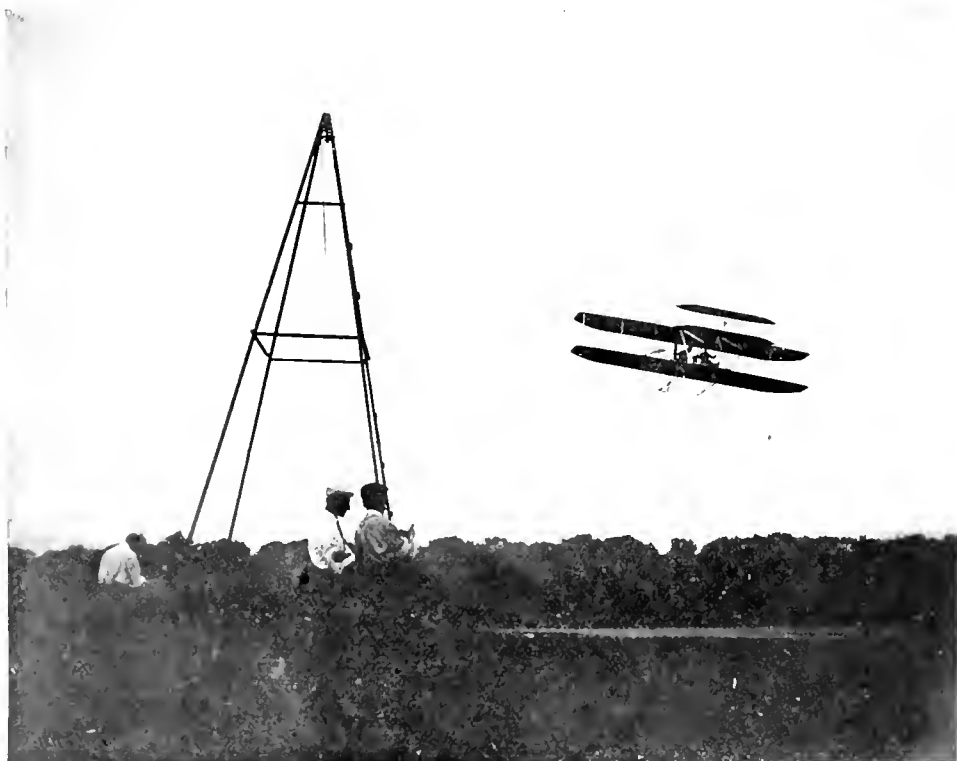


Photo by James H. Hare, Collier's Weekly

WILBUR WRIGHT AND MR. TAYLOR, MECHANICIAN, TIMING ORVILLE WRIGHT WHILE ROUNDING A CURVE LATE IN THE EVENING.

sary trees, cutting down hummocks and filling depressions, and on October 6th the first flying machine owned by the United States Government was taken from Fort Myer, near Washington, and placed in the new aerodrome at College Park field. Lieutenants Lahm and Humphries are the officers selected by the Government to receive the fundamental instructions in the operation of the machine from Wilbur Wright, the inventor. On these gentlemen the Government relies entirely to develop the possibilities of the aeroplane as a modern instrument of warfare.

The first tests of the United States aeroplane arm of the army were made on October 8th. It was Wilbur Wright's first flight

in the Government machine, which is the one in which his brother, Orville Wright, made the satisfactory tests for the Government.

Five successful flights were made in rapid succession. Both Lieutenants Lahm and Humphries took turns with Mr. Wright.

Much interest is manifested by passengers on the Baltimore & Ohio trains between Baltimore and Washington as they pass in full unobstructed view of the field. On this portion of the line passenger trains are numerous. Besides the many through trains east and west, and the local trains between stations, express trains run "every hour on the hour" in each direction between Baltimore and Washington.

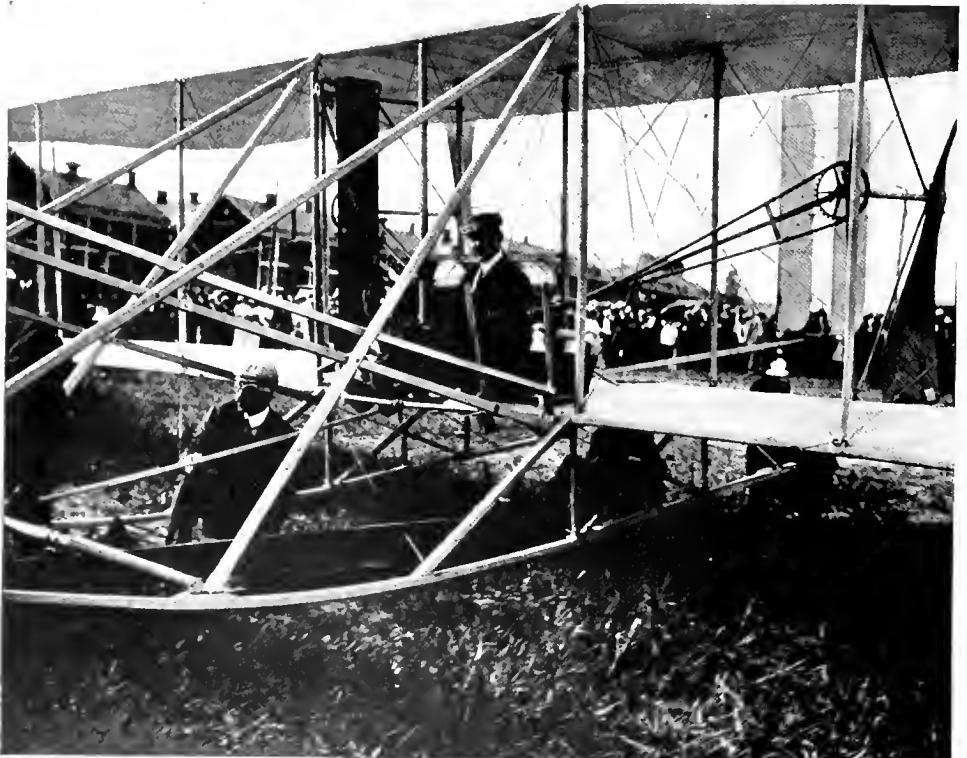
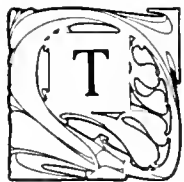


Photo by James H. Hare, Collier's Weekly

MAJOR SQUIER TAKING HIS PLACE IN THE MACHINE PREPARATORY TO HIS FLIGHT WITH ORVILLE WRIGHT

“Reasons Why”



THE railroad as a factor in the building up of a nation has become a part of the curriculum of the schools throughout the United States, and as the Baltimore & Ohio Railroad was the first American railway, this company has received requests from schools all over the country for literature outlining the principal facts in its career since its beginning in 1827.

To present these facts in the most condensed and readable form is the purpose of a little booklet entitled “Reasons Why.” It is intended as a text-book, presenting the principal historical and geographical facts in concise form.

Its appearance has occasioned many complimentary remarks by the press, portions of which are quoted as follows:

With an appropriateness belonging to the oldest railroad in America, the Baltimore & Ohio has just published one of the most valuable of recent railway pamphlets, designed to bring out the position held by the railroads of the country in the character of educational factors. The booklet is an historical and geographical treatise on the Baltimore & Ohio Railroad and presents an interesting view of the development of American transportation.

Among the unique titles claimed by the road are those of the first railroad in America; the first to obtain a charter and the only existing railroad bearing without change its original charter name; the first to be operated for passengers and freight; the first to utilize locomotive power; the first to penetrate the Alleghany Mountains; the first to issue a time table; the first to employ electricity as a means of communication, as it was over its wires that Professor S. F. B. Morse, in 1844, sent his first message, and the first to employ electricity as a motive power.

The history of the route followed by the road through the mountains is traced from the days when it was the “Great Nemacolin Path,” the principal Indian trail through the Alleghanies. Later, it was selected by George Washington, surveyor, as the route for a stage road, and was followed by General Braddock when sent to drive the French from the region now centered by Pittsburg. In the early nineteenth century the route evolved into a national pipe.

The first charter was granted in 1827, and horses were employed to pull the cars over the wooden tracks. Later, sails were used to propel the cars, and finally, in 1830, the first successful test of the steam locomotive was made with Peter Cooper’s Tom Thumb, the tubes of which were made from gun barrels. After this the development of the locomotive is traced through the Davis “Grasshopper,” the Winans “Mud Digger,” the Winans “Camel Back,” the Hayes “Dutch Wagon” to the present monster twelve-wheel passenger engine. The pamphlet is illustrated with views of the quaint forerunners of the modern locomotive, and contains also a sketch of the position held by the railroad during the Civil War.—Chicago *Evening Post*.

The historical features could well be adapted to educational purposes.—Detroit *Saturday Night*.

There are many illustrations, showing the growth of the railroad from its founding to the present day, and also much statistical matter regarding the different places along its lines.—*Evening Express*, Portland, Me.

While it is an historical and geographical treatise on the railroad, it is of value to students and was prepared especially for schools, being printed in text-book form, “historically, geographically and mechanically.” All who procure and carefully read this folder, with its apt and interesting illustrations of past and present means of transportation, will store their minds with a remarkable array of information which every student should have and which will readily enlighten them in a way to hold their attention. As an educational aid it fills a gap which every pupil will be quick to appreciate. It is a work of exceptional credit and must have required much patient examination and careful study.—*Commercial*, New York.

A chapter in the history of the United States has been made doubly interesting by a recent summary called “Reasons Why”; it is a little illustrated treatise on the historical events connected with the crude beginnings of the first railroad in America. As a history, the events retold may be old to the older generation of citizens, but are new and of live interest to the younger people of the country. The men who founded the railroad were among the leaders who helped to start the United States of America on its course as the most progressive nation of the world; they were of the Continental Congress. Some of the most eminent names in our history are connected with the organization of the Baltimore & Ohio Railroad. The Baltimore & Ohio road runs through the most attractive and finished portions of the country east of the Alleghanies. The road reels off motion pictures of landscape delights, each one apparently more attractive than the last. Old towns and modern suburban villages fly by between cities screened in smoke and resounding with the noise of traffic.

History connected with the most thrilling and exciting events in the life of the nation is vitalized by the train bringing you into the very spot of famous activity. East of the mountains every mile of the road has a touch of romance in its surroundings, leading to gratified reflections of national pride and to softened memories of harsher events. West of the mountains the vigorous youth of the nation is personified in the long stretches of rich, well-tilled farm land through which the rails run, extending to the Missouri River and Great Lakes.—*Daily Alert*, Jamestown, N. Dak.

It is likely to prove of value to students and was prepared especially for schools in text-book form.—*Railway Record*, Chicago, Ill.

"REASONS WHY"

The booklet is more than simply an advertising idea, being written in a style as fascinating as a page from history. Profusely illustrated with beautiful engravings of interesting scenes and points of interest associated with the road.—*Derrick*, Bloomdale, Ohio.

The poet has said: "Westward the Star of Empire takes its way." Mark Twain says "Westward the Jug of Empire takes its way." Both were right, but "Reasons Why" proves that "Westward the Railroad of Empire takes its way." It is one of the finest pieces of railroad literature that has ever come down the Chicago-Sandusky or over the Alleghenies. In the foreword it speaks of the railroad as foremost in education. It is more than that; it is a builder of the nation and the advance guard of civilization; the pioneer of the country's development. The history of the Baltimore & Ohio is given in very succinct form. It is as meaty as an egg. It is history, geography, description and illustration combined and boiled down; and every line and picture and page are the best the modern art of printing can turn out.—*Register*, Sandusky, Ohio.

Those who imagine that a great railroad grows without much difficulty should read in this pamphlet of the many vicissitudes of fortune through which the road struggled before reaching its present place in the railroad world.—*Press*, Garrett, Ind.

"Reasons Why" furnishes a vast amount of historical knowledge not generally known by the public.—*News*, Hicksville, Ohio.

The part the railroad played in the Civil War is graphically told.—*Tribune*, Gary, Ind.

The history of railroading in America necessarily is, to a large extent, the history of the Baltimore & Ohio, and this makes the book of more than ordinary interest.—*Star-Journal*, Sandusky, Ohio.

A most instructive addition to the reading table and library.—*Democrat*, Bellaire, Ohio.

The booklet takes one on a trip over the entire Baltimore & Ohio system, describing the country and various cities and towns through which the road passes and contains much historical matter.—*Crescent News*, Defiance, Ohio.

It contains forty-eight pages of readable matter which reads more like fiction than anything else. It can be truthfully said that the Baltimore & Ohio Railroad is one of the most remarkable railway systems in the world.—*Times*, Fostoria, Ohio.

One of the most interesting historical facts given in "Reasons Why" is that Charles Carroll of Carrollton, Md., the last surviving signer of the Declaration of Independence, cast the first spadeful of dirt for the construction of the road.—*Review*, Fostoria, Ohio.

As an educational aid it fills a long-felt want, which every student will be quick to appreciate.—*Locomotive World*, Lima, Ohio.

A handsome booklet concerning the oldest railroad in the United States.—*Morning Record*, Meriden, Conn.

The Baltimore & Ohio Railroad, full of history, is not slow in taking advantage of the fact. The little book is of genuine interest and worthy of notice. So interwoven is Baltimore & Ohio history with that of the country generally, especially during the Civil War, that it is not difficult to tell a story of more than passing interest. "Reasons Why" is worth reading and not expensive. The Baltimore & Ohio people will give you one for the asking.—*Evening Dispatch*, Columbus, Ohio.

The book contains fifty-nine artistic half-tone cuts of some of the most historical scenes in the United States, and altogether it would prove a most useful book in schools, as well as in the family circle.—*The Standard*, Albert Lea, Minn.

The folder fully sustains the claim of the company to its early enterprise, and demonstrates that it is still in the front with the greatest and most enterprising railways of the country and the world.—*Republican*, Barnesville, Ohio.

It has been said that the man who wrote the history of the Baltimore & Ohio Railroad would lay the foundation for the history of the railroads of the country, as the Baltimore & Ohio was the first railroad to be built in America and is the only railroad which still bears its original charter name. The handsomely illustrated booklet gives the history of the road from its first inception down to the present time and is full of useful information for all who make a study of the railroads of the country.—*State Journal*, Columbus, Ohio.

The booklet recites the railroad's history and its wonderful growth and the important part it played in the War of the Rebellion, the line being in the territory of the active hostilities between the Union and Confederate troops.—*Courier*, Auburn, Ind.

From an historical point of view the folder is valuable and worth preservation. It is interesting to know that the railroad in question came into the Ohio basin on the heels of the departing Indian and has been a wonderful factor in the building of the West and particularly Ohio. The nerve, courage and foresight of the early promoters of the road is in evidence in the charter name, which was granted in the State of Maryland February 28, 1827. The actual construction of the road, which was to go as far west as Ohio, now reaches by its own line Chicago and St. Louis. Much of the history of the Civil War is interwoven with the history of the pioneer railway; it was a great factor in maintaining the great battle line which finally, by its reason of being maintained, crushed the great insurrection. Skillful and loyal officials of the road, with the co-operation of the general government, maintained the integrity of the road, which ran through historic Harper's Ferry and finally made it untenable. It hurried men to support the hard-pressed lines of General Meade at Gettysburg and poured in reinforcements in the pursuit of General Lee.

The booklet is profusely illustrated and printed on fine paper in a pleasing ink, easily read and singularly agreeable to the eye. Especially is this true in the matter of points of interest along the route, many of which are mountain scenes with foliage in natural color. These books are not sold, but are for gratuitous distribution.—*American Tribune*, Newark, Ohio.

Every advance which has been made in this country can be traced in the history of the Baltimore & Ohio, construction upon which began in 1828. First there were wooden tracks, the cars upon which were drawn by relays of horses; then came sail cars and in 1830 the first steam engine was introduced in railroading. The first locomotive used by the Baltimore & Ohio was Peter Cooper's "Tom Thumb," with gun barrels used as boiler tubes. There is nothing in common between the Baltimore & Ohio of the present day, whose tracks extend from St. Louis and Chicago to the Atlantic seaboard, and with its magnificent equipment of twentieth century coaches and engines, and the facilities which this system had in the beginning, but there is the same energy and the same close attention to details as there was almost ninety years ago. — *Times*, Leavenworth, Kan.

Travelers will find much that is both entertaining and instructive in this handsome booklet. It begins with the organization of the company and briefly but graphically records the process of evolution which has resulted in the splendid service which this company offers its patrons today. It is a vivid word picture which does not fail to please. — *Courier*, Zanesville, Ohio.

The booklet is a decided novelty in the way of railroad circulars. — *The Herald*, Duluth, Minn.

The little booklet goes to show that the Baltimore & Ohio is one of the most interesting roads in the country and that its history reads like a "Tale of Fiction." — *Evening Wisconsin*, Milwaukee.

The facts carefully compiled and presented in condensed form are naturally associated with the Baltimore & Ohio as being the first railroad built in America, the first to obtain a charter and the only railroad in this country which still retains its original charter title. — *Railway World*, Philadelphia, Pa.

The history of the Baltimore & Ohio fits in very nicely with the history of our country, as the Baltimore & Ohio was our first railway and along its line was strung the first telegraph. It was a most important line during the Civil War. At one time the Confederates captured a lot of Baltimore & Ohio engines and hauled them across the country to some of their own lines, and the Confederate engineer who could manage to haul these engines over the country roads afterwards became master of transportation of the Baltimore & Ohio. — *Chronicle*, Sherwood, Ohio.

In the highest style of "the art preservative" is "Reasons Why," a splendid little brochure. It sustains the claim of one old friend, Sylvester Smith, that it is the picturesque Baltimore & Ohio. The next best thing to traveling over the line and seeing the many points of interest and fine scenery is to look into the book and see. — *Shield*, Mansfield, Ohio.

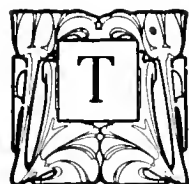




Baltimore & Ohio Railroad

Aerodrome
NATIONAL AVIATION

Experiments at the



THE experiments of the army aeroplane at College Park, Md., have become a matter of much interest to passengers of the Baltimore & Ohio Railroad between Baltimore and Washington. Wilbur Wright, the instructor, and his pupils, Lieutenants Lahm, Humphries and Foulois, do not select any particular time of the day for their experiments. Sometimes they fly in the early morning and again in the late evening and like as not at mid-day, if the wind is not high. Consequently, there is continued expectancy among the passengers as the trains pass in full view along the entire edge of the field.

Aviation just now is the topic of the world and everybody reads the latest infor-

mation on the subject. Those of our own country read the daily reports from the Government aviation field, where the Wright machines are in daily practice; consequently, there is hardly a passenger on any of the through trains of the Baltimore & Ohio Railroad between New York, Philadelphia, Baltimore, Washington and Western cities but anticipates a glimpse of the flying machines as his train passes along the Government grounds.

On the other hand, the "every hour" express trains between Baltimore and Washington furnish an equal amount of interest to the aviators, who, on several occasions, have flown their "big bird" alongside of and in the same direction as the fast-moving express, thus establishing additional food for thought as to the possibilities of travel by air.



COLLEGE PARK, MD.

ernment Aero Park

Mr. Wright made history when he flew from Governor's Island up the Hudson River and around the warships at Spuyten Duyvil and back again, a distance of twenty miles. Mr. Wright has now made more history by flying his machine along the line of the first railroad and the first telegraph. It is over eighty-one years since the railroad was established, and over sixty-five years since the first telegraph message was sent between Baltimore and Washington. The aeroplane is in its infancy and it is safe to predict that there will be greater strides in the evolution of this machine than there were in the perfection of either railroad or telegraph.

Mr. Wright's obligations to the Government are finished; his machine met the

requirements and was accepted, and his instructions to the lieutenants selected by the Government ended when those gentlemen were able to manipulate the machine for themselves.

In the two or three weeks that Mr. Wright was instructing his pupils, ascensions were often made in the early morning just after sun up, and then again late in the evening after the sun had gone down and the heavy shadows were falling; an average of four or five flights a day was made. No attempt was made at record breaking and no attempt at sensational flying; in fact, Mr. Wright is not a showman and is averse to sensationalism of any kind. It was on this account the flights were made early and late to avoid the possible gathering of crowds.

A Mining Village on the Alleghanies

By ELIHU S. RILEY



WABASH, a mountain village on the heights of the Alleghanies, in Mineral County, W. Va., fourteen miles, "as the crow flies," south of Oakland, in Maryland, is a product of a coal mine.

Eight years ago there were only field and forest where the little hamlet of thirty houses now stands, with its railroad, planes, mines, schoolhouse, store, church and postoffice. The railroad and its appurtenant buildings were the first indications of a coming town, and when the village was well established, "the church on horse-back" arrived to erect the first altar to the country's God. The Methodist Episcopal Church is yet the only religious occupant of the new parish.

The town is located upon ground rising 2,800 feet above sea-level, and though on the summit of highlands of the Alleghanies in this section is still encompassed upon all sides with towering hills, for, situated in a slight declivity, it seems to be rising from the midst of a walled pocket. It is a busy place. The mines give work to the neighborhood, and the miners represent the stalwart yeomanry of the section, and compose a most respectable element of American manhood. Work begins, in general, in the mines at 7.00 in the morning and lasts, with the dinner hour excepted, until 5.00

in the afternoon, when over the hills and through the fields may be seen, tired and dusty, the miners making their ways homeward. It does not take a very close observer even to see that the miners who "homeward plod their weary way" have labored hard and long, for their steps are slow and measured. Their coal-dust-blackened faces make a strange sight to the eyes unused to these singular conditions.

The mine located at Wabash is known as "the Wabash mine of the Davis Coke & Coal Company." The coal at present being taken from the mine is found in a fourteen-foot vein, that lies within only a few feet of the surface of the ground, and the mine is entirely free from dangerous gases and specially hazardous elements. There are, however, perils and risks incident to this life, even under this most favorable situation, that make it an adage of the section: "When you go in in the morning, you don't know whether or not you are going to come out in the evening."

The openings are first made into the mine here, and the railroad track is brought up to each new opening as it is broken. Then the long tunnel is cut through the vein, the horse-car railway is built in it, and the rooms are opened; that is, the coal is dug out of the vein that is lying several hundred yards broad and fourteen feet thick. This domestic name of room in the domicil, in the coal mine, is a great hole in the vein made by the miners digging out the coal and shoveling it into the little horse-cars that are brought to them to be filled. When the miner has filled the car, or cars, sent him, each holding two tons and 900 pounds—so goes the words, but reckoned at the pay-office as two tons—the horse is hitched to the car, or cars, and it, or they, are carried out of the rooms into the long tunnel, and thence to the opening, and coupled to the engine which carries the train down to the station at Wabash, where the cars are emptied and the coal placed upon the regular coal trains that take this compressed energy of future industries in trade, manufacture and commerce to the great metropolitan marts.

When the miner fills his car, he places



A TYPICAL MINER



BRINGING A LOAD FROM THE MINE

his tag on it, and this is carried down to Wabash, where it is removed and sent on to Elk Garden, about six miles distant, and there the miner is credited with his work, and in the monthly payment is paid according to the number of checks sent in. The pay of the miner is \$1.23 a carload, and he can fill in a day, under ordinary circumstances, three cars.

The rooms are dug out until the last of the vein on the side on which the miner is working is nearly exhausted. As the workman enlarges the room in which he is mining, he puts up "miner's props"—heavy pieces of oaken timber, from eight to ten inches in diameter and about fourteen feet in length—to hold up the roof of the mine as he proceeds with his excavations towards the rim of the vein. In this process of digging, the miners, for they generally work four in a room, and many rooms are being worked at once, leave one huge column of coal standing to support the roof, in addition to the props that they had put in position to hold it in place. This pillar is called "the stump." When the miners have dug all of the coal out of their room, and wish to start another one in the vein, and this new room is necessitated by the fact that it would be dangerous to attempt to enlarge the room in which they are working, and to rely upon props to hold it, they dig out the stump and let the roof fall in. When this is done, it is time for the miners to run to shelter. When the stump gives way there is a sudden trembling of the ground above, then a shaking, next a roar like an approaching tempest, and then comes the falling in of the roof

with a sound like thunder. The process from beginning to end occupies from three to five minutes, and woe be to him who is caught in the mass that gives way. Sometimes the fall-in extends farther than is expected, and occasionally, from this, a miner is injured.

The reason the miner causes these "fall-ins" is to lessen the strain on the roof of the next room he will open. Were he to leave the roof of the last room standing, it would make the weight heavier for the props in the next room, and thus the new roof would fall in before he could get all of the coal out of the opening in the vein that he has made. By the process he uses, the miner secures about 90 per cent of the coal in the vein. The other 10 per cent is buried in the debris of the dismantled roof.

These fall-ins present a curious appearance on the surface of the ground above the mines. As the mining advances, the fall-ins proceed with it, and the face of the field above becomes corrugated with deep and dangerous openings. From a distance of half a mile or more they look like a line of shallow excavations; but, when approached so that they may be completely examined, they are discovered to be ten, twenty or more feet deep and fifty or more in circumference, making even walking amongst them in daytime dangerous and at night exceedingly perilous. One farmer, searching for his horse, went into one of these holes and stayed there many hours of the night before he was found and rescued by his neighbors. The public road runs close by this line of fall-ins near Wabash, and one night two



THE STRONG HORSE

horses and a buggy, during a snowstorm, fell into one of these openings near the road, and both horses were killed. As the vehicle plunged into this deathtrap, the two occupants of the buggy jumped out and managed to save their lives.

Mining here presents the saving feature of having no gas whatever with which to contend. When the upper vein of fourteen feet is exhausted, and the nine and six foot strata, that lie, the first, over a hundred feet below the vein that is now being worked, and the latter nearly two hundred feet beneath the surface of the ground, are taken out then it is expected that the question of gas in the mines will have to be met.

The work of the day with the individual miner proceeds in prosaic order. Most of the time is spent in silent, steady attack upon the great, dark vein, and in the attendant duties of shoveling the coal into the cars, propping up the ceiling and clearing away the slack. Sometimes, however, cheerful conversation lightens the burdens of the day, and, occasionally, a song is sung by some one in a musical turn of mind, and, if in a familiar tune, he will be joined by others in the room. The chorus cannot rise beyond a quartette, because of the distance between the rooms.

Shoveling the slack is taking out of the way the useless debris that comes down with the coal when the miner puts in his pick or prizes away, at one effort, a great pile of coal or the stump. It is in these falls that the miner is often hurt. More comes down than he expects, or falls farther than he has

anticipated, and he is caught in the downfall. Another danger of the mine here is the caving in of pieces of coal from the top or ceiling. It will come down, when in heavy pieces, sometimes after the other coal is removed, and will make a fatal drop upon the unfortunate miner who happens to be in its path. The removal of the slack sometimes leads to a war of words with the mine boss. A question recently arose here as to the duty of the miner in getting the slack off the track, which led to his discharge from the employment of the company. When the roof of his room fell in the slack covered the railroad track so that the miners in the next room could not car-out their coal. It was a day's work and the miner responsible for the accident was directed to remove it at his own cost. He refused and was given the alternative of dismissal or of getting the debris out of the way. He accepted the loss of place, the boss remarking after the choice was made: "If you had only shoveled two shovelfuls it would have been all right."

The miner is expected to use judgment in propping up the ceiling of his room; but often the work is difficult, because the covering of his coal, that is, the earth extending from the top of the coal vein to the surface of the ground, is very thin and will not support its own weight.

The furnishing of props gives trade to the farmers about the mines. They are paid 12 cents apiece for them, and within four miles of the mine two loads may be made a day, with props ranging in number from twenty to forty a load.

The miner's day is his day of work, and his night his night of rest. That is the sum and substance of the miner's life. He has little time in which to play, and less inclination, after his hard hours of labors are over. In Wabash the only forms of amusement are the baseball team and the singing school. The baseball team is composed of the miners and, occasionally, they go forth to meet a neighboring team. That neighborhood extends in its utmost periphery to a distance of sixteen or seventeen miles. Then the match is the talk of the section. In Wabash there are those who belong to the Junior Order of American Mechanics, the Red Men and the Odd Fellows; but their lodges meet in Elk Garden, five miles distant.

An old resident of the neighborhood of Wabash in reply to the query whether the



OUT FOR AIR AND WATER

opening of the mines had benefited the general wealth of the neighborhood, replied: "No; the miners do not save their money. They make it and they spend it." There is one very evident and creditable practice amongst them, and that is the freedom from the use of intoxicating liquors. This is a prohibition section. No saloons are nearer than twenty miles, and few persons, apparently, take the trouble to import intoxicants. The section is well supplied in schoolhouses and churches, and, as a class, the miners are well informed, manly and mannerly, and always, almost without exception, ready and willing to show the stranger, or anyone interested in their work, the utmost attention.

They appear to be natural musicians. In nearly every home that one visits will be found some instrument of music, generally the organ, but sometimes both the piano and the organ grace the music-room. There is still another agreeable custom—every young man must have his own particular horse and buggy, and he takes commendable pride in having a fine turn-out and splendid animal. This applies only to the settled yeomanry miners, and not to those drifting here after the mines were opened.

Customs are not marked and vary slightly from those of urban life. On Sunday and other dress-day occasions men and women appear in the latest styles of the fashion, and the "Merry Widow" hat is as much an antedated custom here as in the cities. The negligee dress of the miners, after the wash-up of the day's work, is black trousers, black shirt and a black slouch hat. It is so universal a custom that when several men are seen together they seem to be in uniform.

The opening of the mines is beneficial to the section in which they are located. First, the mine gives employment to the unemployed of the neighborhood, and if there is no accumulation of property by it from those who are employed, the fault lies with them; second, the opening of mines is always followed by a railroad, to carry away the coal. The railroad is the hand-maid of trade, comfort and civilization. Not only has Wabash its railroad, but numerous little settlements besides are now enjoying a live touch with the outer world, that not only places them within easy reach of the great cities of Washington, Baltimore and Pittsburg, but supplies them with daily mail and express, which, with the telegraph and the telephone, make these little hamlets pulsate with every throb of the great arteries



VILLAGE POSTOFFICE

of our national life, and still leaves them amongst the grand and sublime beauties of the Alleghanies.

Work in the mines not only develops the persistent endurance of man in laborious occupation, but it discloses fine traits in the noble horse. It requires a keen sense of adaptation in this useful animal to meet the arduous and trying conditions of work in the dark places and the narrow confines of the mine with no little of the danger attached to the labor. The horse quickly observes the necessity for prompt and hard work, and does it with the usual cheerfulness of his kind. These patient beasts become very knowing and disclose in their work particular elements of character. One horse, known as "Sankey," a great white Percheron, has earned a reputation for uncommon strength and sagacity. He will walk away with loads that the other horses cannot pull, but when he is given too heavy a haul for even his Samsonian powers, he will stop at once, and his driver knows that it is the demand upon him to lighten the load. He "cuts the cars in two," and Sankey goes on with his work. He has been known to move twenty-nine cars, of three tons each, 100 yards. The usual load for each horse to draw out of the mine is six tons.

A promised advantage to this section by the coal mining is the contemplated railroad from the Wabash mine up the Abram's Creek Valley, to take out the coal in that neighborhood. Abram's Creek runs directly through the mountain chains, and the grade of the road is already here along the bed



A GROUP OF FAIR CITIZENS

of the stream. When the road is built, it is expected that once more the grand old stone tavern that stands on the banks of the creek, about two miles west of Wabash, and which was once the stopping-place of the coaches when the National or Northwestern Pike, on which the hotel is located, was the only highway to the great West, will once more be alive with trade and people. It is now a silent, gaunt and massive monument of a bygone age and a defunct system.

While there is a lack of literary entertainment in this locality, the debating club, the oratorical contest and the dramatic association being entirely in disuse, there is a healthy atmosphere in the books. Amongst those that may be found in this neighborhood in the bookcases and on the shelves of the residents are: "Black Beauty," "The Highest Art of Teaching," "History of Julius Caesar," "Longfellow," "Whittier," "Poe's Poems," "Facing Death," "History of Mary, Queen of Scots," "Bible Readings," "Heroes of the Dark Continent" and the "Adventures of Meschach Browning," the great Western Maryland hunter of pioneer days. You may tell what people are by the books they read, as well as the company they keep. The daily

paper comes regularly to the homes of some of the farmers.

Farms are the sufferers because of the labor of the section going into the mines, as the young men prefer the ready, regular cash that they receive from the hard and dangerous work in the mines, in enticing quantities, monthly, to the slow and, sometimes, uncertain returns from agriculture, for here it has but two forms, apparently, of successful operation, and these are in cattle and sheep raising. Yet, in view of the steady and certain advance in the price of meats, it is plain that Providence has provided, in these grand hills and splendid pastures, a plan to support his creatures who make this their dwelling-place so long as the world shall last, far more sure and enduring than even the great mines of wealth that lie buried beneath the sublime domes of the Alleghanies.

Grouped around the entrance of Wabash mine No. 13, as the "snap-shot" of it was being taken, was a small company of miners waiting for empty cars to be carried in for them to fill. The talk was of the work in winter. "When I took off my trousers at night and threw them in the corner," said one, "it was like throwing down a log, so full were they of ice." "I have worked all day," stated another, "knee-deep in water. Gum-boots are no use, because they are soon destroyed by the acids in the coal." So the warmth that they who sit by heated grates or roaring furnaces receive is purchased by the opposite experience of the men who toil under the ground to bring one element of the benefits of civilization to their brother men. These toilers, however, are like their fellows of the race to which they belong, cheerful under difficulties, patient in labor, brave in meeting the responsibilities of an existence to which they have been beckoned by that hand which formed the eternal hills that they are exploiting, and they are the only ones of His creatures who are capable of this vast undertaking.





ROMAN CHARIOTEER IN PASADENA TOURNAMENT OF ROSES

Pasadena's Tournament of Roses



PASADENA'S twenty-first annual Tournament of Roses will be held on New Year's Day, 1910. It is expected to be the greatest flower festival the little California city has ever held.

In 1890, prominent members of the Indiana Colony, as the founders of Pasadena were then called, instituted the Tournament of Roses. It has been held every New Year's Day since, the wonderful climate permitting open-air events of this kind at a time when most of the country is covered with snow and ice, and has grown to be probably the greatest single attraction of a winter on the Pacific Coast. It is

difficult for an Easterner to appreciate the wealth of glorious flowers in Pasadena-land in midwinter. There are flower gardens everywhere and tribute is laid upon them for blossoms with which to decorate equipages of all sorts, store-fronts, street trees, trolley poles, grand-stands at the park—everything to which they may cling and adorn. A great reproduction of the ancient Roman chariot races, with a capital prize of \$1,000; many typical Western sports; a great barbecue, after the fashion of the Spanish—these fill up Tournament Day, following the great floral parade.

It is an event worth crossing the continent to witness.



Archæology and Philology



THE Archæological Institute of America and the American Philological Association will meet at Baltimore in December, 1909.

Archæological research is a science which interests only men and women of the higher education, who have both time and means to investigate the conditions of the human race in prehistoric times. To the casual mind of these practical times, this research means nothing; but to the progressive mind it means much.

Archæology, as defined by the Century dictionary, is: "The science of antiquities; in its widest sense the branch of anthropology embracing archæography concerned with the systematic investigation of the relics of man and of his industries, and the classification and treatment of ancient remains and records of any or every kind, whether historic or prehistoric, of ancient places, customs, art, etc. In popular signification archæology refers mainly to the collection or investigation of the materials from which a knowledge of the particular country under investigation may be obtained."

Progress is only obtained by comparison of present methods with those of the past, supplemented by a determination to improve former conditions.

The Archæological Institute of America, in plain words, is a society that studies the ways and means of the past with regard to the betterment of conditions of the race for the present and the future. There is an old saw to the effect: "There is nothing new under the sun," but this adage has been almost forgotten in these modern times, when old ideas have been put to new methods of construction. The slow old world at the present time moves with marvelous rapidity in matters of science—the present century attaining the highest record of efficiency of all the ages.

The so-called practical man of the present age may say that it means little to him what happened at Athens, Rome or Palestine in medieval times, and even so far as America is concerned, in Colorado, New Mexico, Mexico or Central America.

Progress must have a unit of comparison or there is no such thing as progress. By comparison the world moves forward. Nations now-a-days are not so prone to criticise the man of inventions. We ourselves have seen the result of the telegraph, telephone, wireless telegraph and the aeroplane, and we must respect as never before the tireless research of archæological societies to ascertain, for selfish reasons, if for no other, whether those who passed before us ages ago had the same amount of brain power that we have.

Coupled with the Archæological Institute is the American Philological Association. Needless to say its membership is also composed of people who think and investigate. Philology, according to the Century dictionary, means "the study of language in connection with history and literature." The study of language is certainly a pastime of the higher order. Were it left for the members of the American Philological Society to be compelled to speak the correct English language, it would certainly be a great benefit to America. There should be some fundamental language, but sad to relate the Anglo-Saxon race has deteriorated in this respect.

We have idioms and slang to such an extent that the mother tongue has faded away in America. Even our schools may be said to be deficient in this respect; they are not compulsory enough.

America suffers under the burden of a slang that is worse than Cockney English, and it is to be hoped the Philological Society will grow to such proportions and gain such power as to be able to show future generations the folly of the American language as it is "spoke" today.





Stub Ends of Thought

By ARTHUR G. LEWIS.



IT requires no virtue to champion a just cause.

FLATTERY is the food that matures the folly of the fool.

THE desire to do right is half the battle, and often the victory.

THE art of silence covers many scars, through not creating them.

THERE is a religious element in all faith, and a divinity in all love.

THE first part of wisdom is the recognition of ignorance in ourselves.

THERE is more justice in doing no injury than undoing an injustice.

THE oasis of judgment can only be reached through the desert of error.

WE frequently have to suffer for an injustice that our own sacrifice conceived.

SELF-RESPECT is the nourishment upon which the respect of others for us survives.

PATIENCE and everlasting effort are the compound interest tables that mature realization.

THANK God for the curtain that hangs to-day over the unknown condition of to-morrow.

OBEDIENCE is the infant state of command and the first lesson in the tactics of self-control.

THERE is no home like our home, and no love anywhere just like the love you and I have found there.

THE fact that we do not forgive selfishness in others proves its mature existence in our own nature.

WE seldom ever know anything to our own satisfaction, except from the experience of a reversed condition.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth 104 pages, may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 30, 1909.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY & HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY & HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM
Lv. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.46
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51
Ar. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	5.50	8.19	11.00	3.50	8.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 30, 1909.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY & HOUR	No. 509 "ROYAL LIMITED" DAILY & HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
Lv. NEW YORK, 230 STREET	11.50		7.50	9.50	11.50	1.50	3.50	5.50	6.50	
Lv. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00	
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.15	6.12	8.31	9.21	
Ar. BALTIMORE, MT. ROYAL STATION	5.45	10.50	12.15	2.43	4.15	6.09	8.09	10.50	11.23	
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.30	2.47	4.20	6.13	8.13	10.55	11.27	
Ar. WASHINGTON, NEW UNION STA.	7.50	11.45	1.20	3.50	5.20	7.00	9.00	12.00	12.22	
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MAY 30, 1909.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
									NOTE.	
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM			
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM			
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.15 PM	7.45 AM	11.23 PM			
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM			
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.27 PM	9.10 AM	12.30 AM			
Ar. DEER PARK HOTEL										
Ar. PITTSBURG			6.45 AM		9.40 PM	6.25 PM	8.50 AM	Lv 5.25 PM		
Ar. CLEVELAND			12.00 PM							
Ar. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		Lv 5.15 PM		
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						9.25 PM		
Ar. CHICAGO		5.15 PM			9.45 AM			7.30 AM		
Ar. CINCINNATI	8.05 AM			5.35 PM		1.45 AM				
Ar. INDIANAPOLIS	11.45 AM			10.35 PM		6.35 AM				
Ar. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM				
Ar. ST. LOUIS	5.50 PM			7.28 AM		1.40 PM				
Ar. OHATTANOOGA				6.20 AM						
Ar. MEMPHIS	11.25 PM			8.45 AM						
Ar. NEW ORLEANS	10.55 AM			8.15 PM						

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 609, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 30, 1909										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO			5.40 PM	10.40 AM			8.30 PM			
Lv. COLUMBUS				7.00 PM						
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.50 AM			
Lv. CLEVELAND			7.30 PM		3.00 PM					
Lv. PITTSBURG			8.10 AM		10.00 PM		1.15 PM			
Lv. ST. LOUIS	* 9.00 AM	1.45 AM				* 6.00 PM	9.28 PM			
Lv. LOUISVILLE	2.10 PM	8.10 AM				2.30 AM				
Lv. INDIANAPOLIS	2.25 PM	* 8.05 AM				4.32 AM				
Lv. CINCINNATI	* 6.35 PM	12.15 PM				8.00 AM				
Lv. NEW ORLEANS		9.15 AM				7.10 PM				
Lv. MEMPHIS		8.35 PM				6.35 AM				
Lv. OHATTANOOGA		12.05 PM								
Lv. DEER PARK HOTEL										
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM			
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM			
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM			
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.35 AM			
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM			

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Grafton and Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York (except Sunday). Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington and Grafton. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington, daily, and to Richmond, Va., daily except Sunday.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Parlor Car New York to Grafton. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Washington to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

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BOOK OF THE ROYAL BLUE

OCTOBER, 1909

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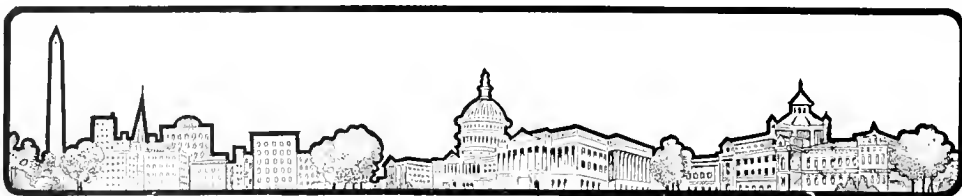
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Lv BALTIMORE, Mt. Royal Station 6.09 pm
Lv BALTIMORE, Camden Station.. 6.16 pm
Ar WASHINGTON, Union Station.. 7.00 pm
Lv WASHINGTON, Union Station.. 7.20 pm
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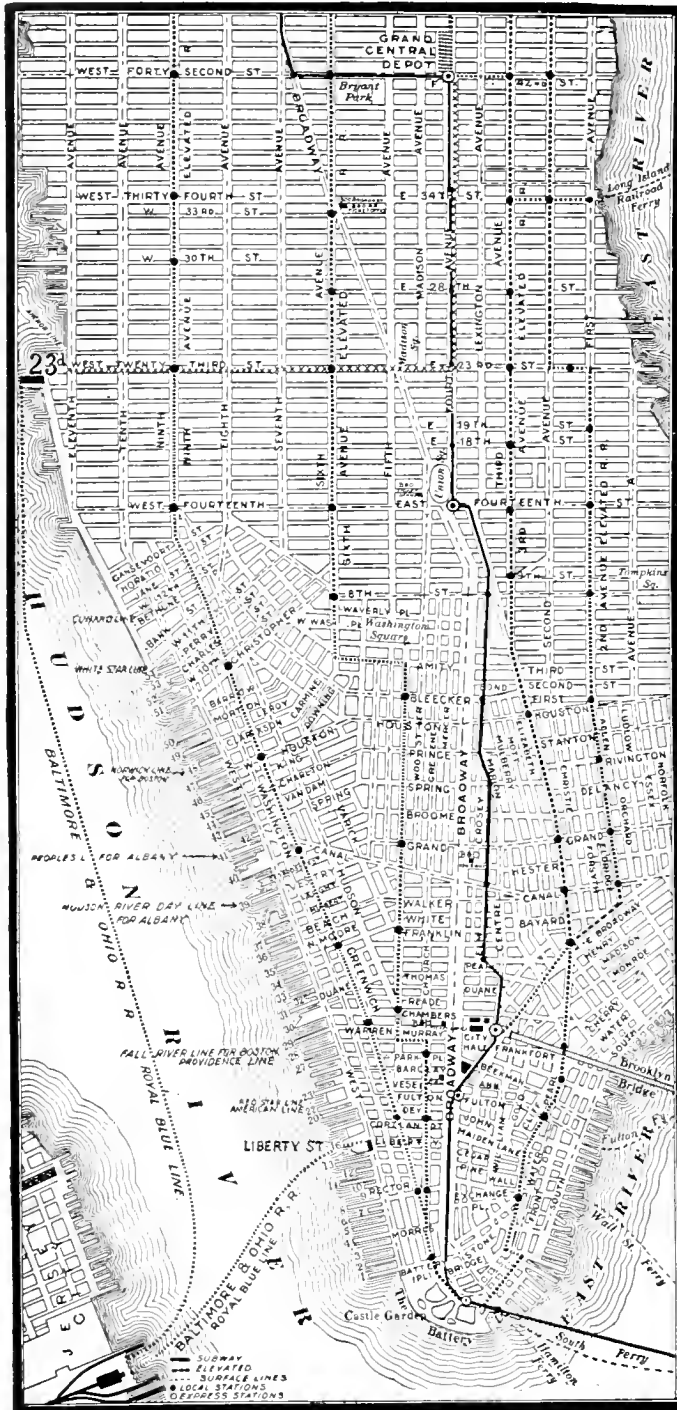
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Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Union Station.	

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EAST AND WEST



CALENDAR - 1909



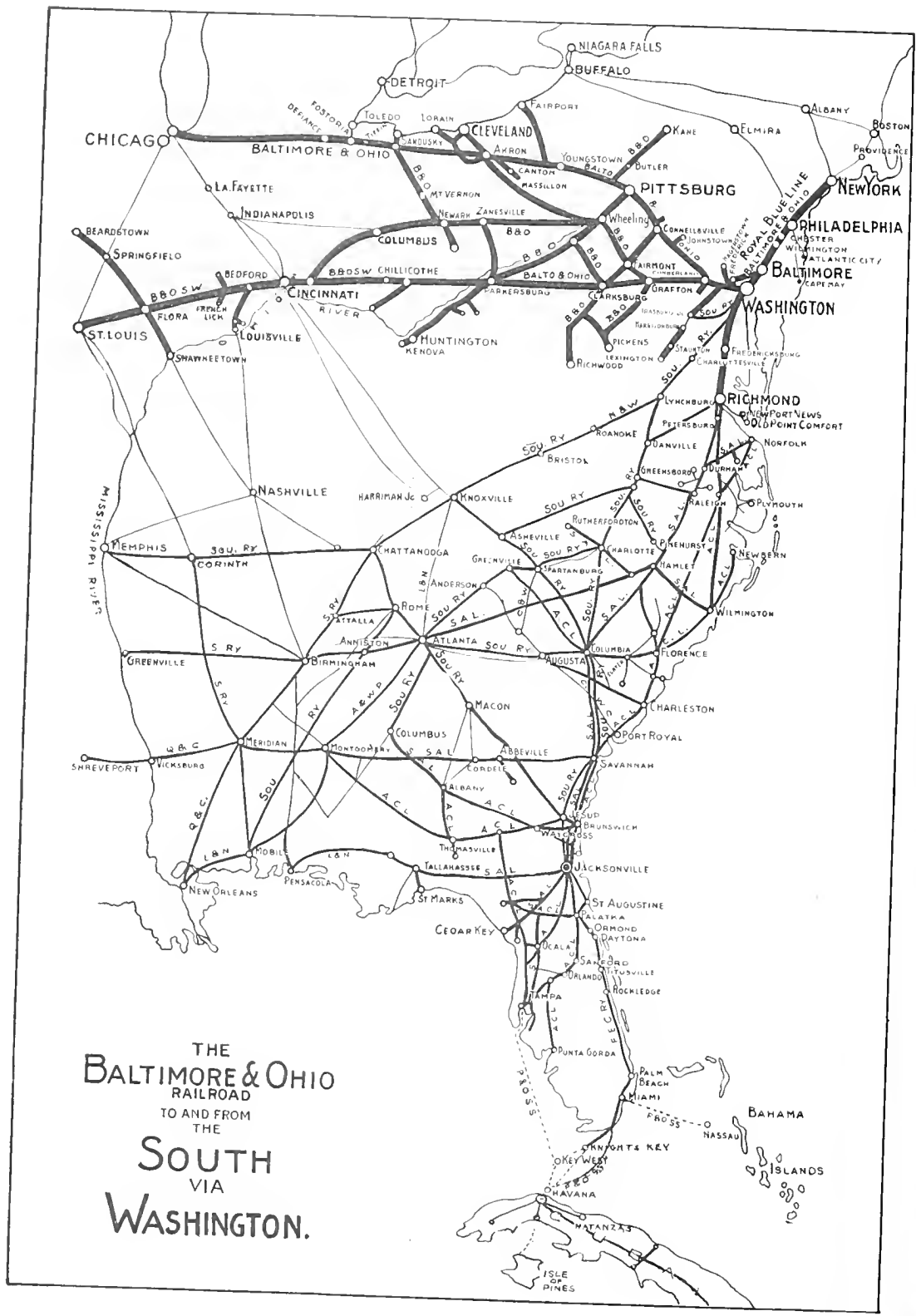
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NOVEMBER, 1909

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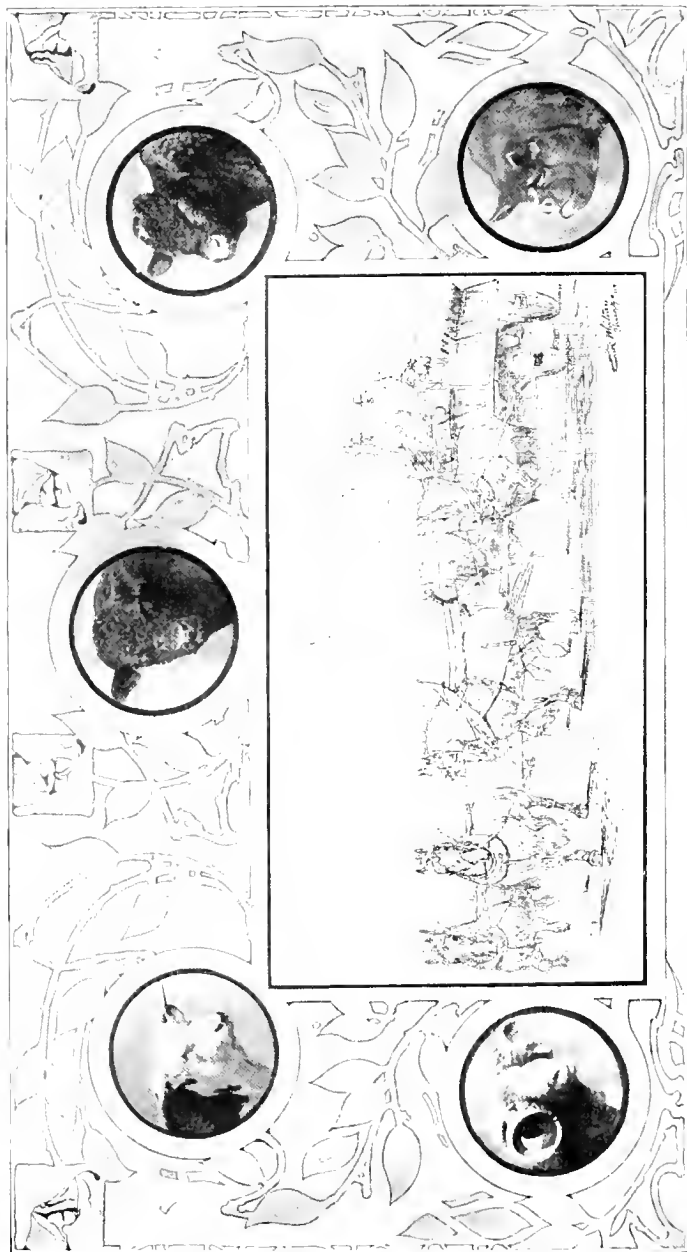
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INTERNATIONAL LIVE STOCK EXPOSITION, CHICAGO, NOVEMBER 27 TO DECEMBER 10, 1900

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR

VOL. XIII

BALTIMORE, NOVEMBER, 1909

No. 2



The International Live Stock Exposition

“A Contest of Champions”

IN the fall of 1899, a general movement was started at Chicago which was destined to greatly improve the quality and increase the value of the live stock of the whole United States, especially in the range territory and corn belt.

The inception of that movement was the planning of the International Live Stock Exposition, at Chicago, which held its first exhibition December 1 to 8, 1900, proving an unparalleled success.

Here was brought together the greatest aggregation of the finest specimens of breeding and fat beef cattle, sheep, swine and draft horses ever assembled on the western hemisphere, presenting them, both singly and in carload lots, in a magnificent competitive exhibition, as a grand object lesson to the farmers and stock raisers of the United States.

The attendance reached hundreds of thousands, from every state and many countries. They came, saw and were convinced

that the “scrub” kinds should be superseded by well-bred animals; that there were superior methods of breeding and feeding that would bring a larger measure of profit from the same amount of feed and labor when expended on the better kinds, and that the annual competition between breeders and feeders in the hundreds of classes established by the International was a splendid object lesson and a great benefit to the whole live stock industry. Each annual show since has been a greater success than its predecessors.

Other shows, patterned after the International, have been established in various parts of the country, and the live stock departments of all county and state agricultural fairs have experienced a wonderful revival of interest and rapid growth as a result of the movement started at Chicago in 1899. But the International still stands at the head as the leading exponent of the improved methods of breeding and feeding animals for market, which the movement stands for, and which it was intended to

exemplify and impress upon the producers everywhere. Its magnificent annual shows are the greatest, the best and most largely attended of any, and, being the last of the season, constitute the Supreme Court, in which the judgment rendered at all the other stock shows of the year are finally determined. It has well been called a "contest of champions," and its final decisions are looked forward to with the greatest interest by all breeders and raisers of live stock who are at all interested in the improvement of the various breeds.

Many improvements have already been wrought in the flocks and herds of the country, as anybody at all familiar with the larger markets during the past ten years can testify. In the meantime, values of all kinds of live stock have increased greatly, due in large measure to the better quality of animals sent to market that quality which results primarily from better breeding, to encourage which is the chief object of the International and other improved stock shows.

The accompanying illustrations indicate something of the general improvement of breeding quality in the live stock of the United States during recent years, especially of cattle, sheep and horses, in the range regions. The annual demonstrations of this range improvement at the International are among its most interesting features. The kinds that are bringing top prices on the Chicago market this season are also shown. These illustrations will amply repay the most careful study.

The following table shows the advance in prices on the Chicago market for the best live stock during ten years since the International inaugurated the movement for better breeding and feeding methods:

Statement showing top prices paid on the Chicago market for live stock in carload lots during the year 1900, compared with top prices paid during the present year to November 10, 1909.

KIND	1900	1909	INCREASE
Native beef steers . . .	\$6.60	\$9.75	\$2.65 or 40 %
Yearling beef steers . .	6.00	8.65	2.65 or 44.2 %
Western range steers . .	5.35	7.60	2.25 or 42 %
Texas cattle	5.90	7.50	1.60 or 27.1 %
Hogs	5.85	8.60	2.75 or 47 %
Range sheep	4.75	6.00	1.25 or 26.3 %
Range lambs	6.15	8.90	2.75 or 44.7 %

This fall the following prices were reached on the Chicago market: Native steers, \$9.25; yearling steers, \$8.65; Western rangers, \$7.60; hogs, \$8.60; native lambs, \$7.65; Western range lambs, \$7.60; prime draft horses, \$300 to \$390 each.

Who shall say that it does not pay to produce choice live stock at such prices?

The progressive modern business farmer and stock raiser reads, calculates and compares. He tests soils, carefully selects seeds, and studies types of animals best adapted to profitable feeding and market demands. He discusses methods with others who have been successful in his lines of endeavor, sees the results of their work, and compares them with his own. He finds interest, profit, recreation and enjoyment in the magnificent opportunity to do all this and more, at the great annual shows of the International Live Stock Exposition.

The tenth and greatest show of the series will be held November 27 to December 10, 1909, in the International Amphitheater and about twenty adjoining buildings at the Union Stock Yards, Chicago, added to which will be the splendid prize carload exhibits of cattle, sheep and swine in the Union Stock Yards proper, a series of brilliant evening entertainments, and the "International Horse Show of Chicago," which was inaugurated last year, embracing all classes of horses, and which is again to be held this year in conjunction with the International Live Stock Exposition.

It was a splendid idea to dovetail these two great shows, and to last year's brilliant success will be added many new and interesting features for the coming great double event.

The widespread scope and character of the International, indicated by its name, is demonstrated by the fact that twenty-two states, one territory and four foreign countries contributed exhibits to the last show. Seventy-five thousand dollars in cash premiums, besides numerous valuable trophies and medals of honor, were distributed among hundreds of exhibitors. Nearly 8,000 animals were on exhibition, and visitors from all over the United States and many foreign lands were in attendance to the number of 400,000. These figures will undoubtedly be surpassed at the coming show, which as a whole and in every department is expected to surpass anything of the kind ever held before.

It is easily demonstrated that these annual shows of the International Live Stock Exposition are vastly beneficial to agriculture in general; that by encouraging expansion and improvement in live stock production they contribute directly to increased and improved crop growing. The reason is

plain. The raising and feeding of live stock on the farm enhances soil fertility. Soil fertility is the foundation of agricultural prosperity, and agricultural prosperity is the basis of general prosperity. Live stock on the farm consumes farm waste and converts it into money, and at the same time throws back upon the farm added elements of soil fertility that increase its productive powers and its value, while well-bred live stock brings a quicker and larger return for the food consumed. Hence, those farmers who have made first-class stock growing a considerable part of their business, are today the most thrifty and prosperous portion of the population of the United States.

Intending visitors to the International should understand that low, special railroad rates of fare are granted for this show each year; that ample accommodations for rooms and board at very reasonable rates and within easy access are provided by an official bureau appointed by the management; that the transportation facilities to and from all railroad depots, hotels, leading stores, places of amusement and all parts of the city are abundant and continuous day and night, consisting of both elevated and electric cars which run directly to the entrances of the Exposition; and that, in addition to the features already enumerated, there will be daily public sales of pure-bred animals, meetings and discussions by live stock organizations and many other interesting and instructive features of the daily program, in all the departments of horses, cattle,

sheep and swine, altogether constituting a marvelous and unequaled exhibition of the animal aristocrats of the world and of everything pertaining to the proper breeding, feeding and marketing of live stock, also the manufacturing and distribution of meat products and by-products to consumers.

It is all well worth seeing and when the combined facilities for obtaining information, entertainment, amusement and a pleasure trip, all in one, are considered, the stock growers of the United States, Canada and Mexico will not hesitate to avail themselves of the opportunity to visit Chicago during the first week of December.

With the year's work laid aside on the farm, the growing prosperity of agricultural classes generally, the lowest excursion rates of the year offered by the railroads, and the Christmas buying season at hand, also with the "United States Land and Irrigation Exposition," to be held in Chicago November 20th to December 4th, added to the splendid educational opportunity and entertainment of the live stock show itself, together with the magnificent International Horse Show, the inducements are very great to visit Chicago this season.

No more interesting, no more enjoyable, and no more profitable investment could be made by the business farmer and stock raiser. And should he bring along his wife and son or daughter, he would have all the more cause for rejoicing that he has added knowledge and recreation to their lives as well as his own.

The Origin of "C Q D"

THE AEROGRAM

The question is often asked, "How did the well-known signal of distress, "CQD," originate?" There have been many explanations, but the following, from F. P. Rushworth, a United wireless operator, is probably correct.

In the continental telegraph code, the letters "CQ" are used on news circuits, having a number of stations looped together on one line, to call the attention of all the stations simultaneously, instead of individually, thus saving much time. For instance, if the operator at the terminal station,

which is a "news center," has a message to transmit simultaneously to each station on the circuit, he will simply call "CQ," and then go ahead with the message.

When wireless came into vogue it was felt that some such signal was necessary to call the attention of all ships and shore stations in case of distress; so a "D" was added to the "CQ" of the land usage, making "CQD," which means literally, "All stations, distress," or "All stations, answer distress signal."



Courtesy of Canadian Pacific Railway

TOTEM POLE, FORT WRANGEL, ALASKA

North of Parallel Forty-nine

A Trip to Alaska via the Inside Passage

By H. F. BALDWIN, in the "Southwestern's Book"



ALTHOUGH nominally American for more than forty years, our most northerly possession (excepting the North Pole, which seems to be indisputably American, whatever else may remain in doubt regarding it), in a great measure, still remains *terra incognita*. The word "Alaska" is an English corruption of the Aleut Indian name for

As long as Alaska remained a Russian province, aquatic furs were its only products. An imperial charter was granted to a fur-trading company, organized on the lines of its Canadian rival, the Hudson Bay Company, which controlled the country much after the same fashion, only with a higher and more unscrupulous hand.

Alexander Baranoff was the Alaskan agent of this company, and the good or bad genius of Russian Alaska, according to the



Courtesy of Canadian Pacific Railway
C. P. S. S. "PRINCESS MAY"

the territory, Al-ay-ek-sa, which means The Great Country, and the significance and appropriateness of the name are just beginning to be dimly realized.

The land was discovered in 1731, by Vitus Behring, a Dane, commanding an exploring expedition sent out by the Empress Elizabeth, of Russia, in fulfillment of the plans of Peter the Great, her father. Behring suffered the fate of most explorers; on his return to Russia, his ship was wrecked on the small island which now bears his name, and he there died a miserable death. His Russian lieutenant, Chirikoff, reached Russia, and claimed the honors of the discoveries, but time has rendered somewhat tardy justice to Behring, and Chirikoff's name is almost forgotten.

point of view. His headquarters were on the site of the present town of Sitka, where he built a castle and a fort, which he named Fort Archangel Michael. Archangel Beelzebub would have been a more appropriate patron saint, judging by the glimmering accounts of barbaric revels and glittering banquets which have filtered down to us, beside which the later wild excesses of the gold-drunken Klondike are tame.

Wine and women, the latter both native and imported, supplied the place of all other forms of entertainment which were lacking in the northern solitudes. Baranoff invariably refused to do business with the fur-trading sea-captains, his only visitors, unless negotiations were preceded by a banquet, which commenced by toasting the

empress of all the Russias, and ended by toasting the queen of the moment, enthroned on his knee, by which time most of the guests were under the table, or in condition to agree to any business proposition which might be made to them.

In spite of all this, however, Baranoff dealt out a rude form of justice and the inoffensive natives suffered far less under his despotic sway than they did at the hands of the unprincipled rascals who were allowed to overrun and despoil the country after it became an American possession, and his care for the morals and education of his beautiful daughter, whose mother

wealth was unsuspected, and the future of the "great country" seemed hopeless. Russia, having already more square miles of ice and snow than needed for the accommodation of political prisoners, looked upon the land as a veritable "white elephant," for which no bona fide offer would be refused. When the United States, therefore, negotiated for its purchase, few difficulties were encountered, and in 1867 Alaska, including the *lisiere*, or "thirty-mile strip," extending southward along the coast of British Columbia to the Portland Canal, was ceded to the United States for the sum of \$7,200,000, "the half of which was



Courtesy of Canadian Pacific Railway

ON THE BEAUTIFUL COLUMBIAN COAST

was an Aleut squaw, showed a tender and humane side to his character.

Here, for twenty years, Baranoff reigned like a prince, and the strength of character and magnetic personality of the man were such, neither man nor woman could resist him, and no glowing tale of Eastern fiction ever equaled the reality of those days in picturesqueness or mysterious romance.

Age, dissipation, disease and court intrigue finally prevailed against him, however, and in 1818 he was recalled to Russia. This recall broke his heart, and he died on shipboard en route home.

After Baranoff's recall and death, the Alaskan fur trade declined, its mineral

paid in worn-out gunboats." Leaving out the question of the gunboats, subsequent developments have demonstrated that it was a paltry sum, but Mr. Seward, who was responsible for the purchase, was severely criticised for the purchase of a "gold brick," which has since proven a gold mine, for in 1873 gold was discovered at Juneau, in 1896 in the Yukon (Tanana) District, and in 1899 in the Nome region.

The panic of 1893 drove many hardy spirits to the far North to seek their fortunes in the newly discovered Eldorado, and when, in 1898, the rich discoveries were made in the Yukon-Klondike region (Cana-

dian) there was such an enormous influx of people into the mountains and ice-fields of the hitherto neglected territory, that civil government with judicial and other institutions had to be speedily established, and in 1906 Alaska was granted a representative in Congress.

The territory ceded by Russia consisted of some 590,884 square miles, with a coast line, including indenting bays and fiords, of 26,376 miles, and an international boundary line between it and Canadian territory 1,200 miles long. Some idea of the vast area of Alaska may be gained from the statement that Attu, the farthest west of the Aleutian Islands, is farther west of San Francisco than that city is west of East-

nicely outlined in black dots on all maps published subsequent to 1905, yet both American and Canadian government surveyors have been working on it ever since, and owing to the tremendous obstacles encountered, a goodly portion of the 1,200-mile line is as yet unsurveyed, the work of both governments, for the season of 1908, covering less than 100 miles, while to complete a certain portion of the line, the use of an airship is contemplated. For the season of 1909, the American surveying party had to walk 300 miles before they could start to work.

The foregoing facts and figures tend to confirm the belief that Alaska, like Great Britain's Indian Empire, is "so big, so



Courtesy of Canadian Pacific Railway

TOTEM POLES AT ALERT BAY

port, the easternmost city in the State of Maine. The northernmost point of land is 300 miles within the Arctic Circle, the southernmost just north of parallel fifty-four, while the eastern boundary line, particularly of the *lisiere*, between Alaska and Canada, remained unsettled up to 1903. Prior to the discovery of gold in the Klondike, no one cared particularly where the line was located, but after that discovery, Alaskan values rose suddenly, and there was a considerable difference of opinion as to the boundary described in the Russian treaty. The matter was submitted to a tribunal of three Americans, two Canadians and one Englishman, which met in London, and after much sifting of evidence, a conclusion was arrived at. While this officially established the boundary line, and it is

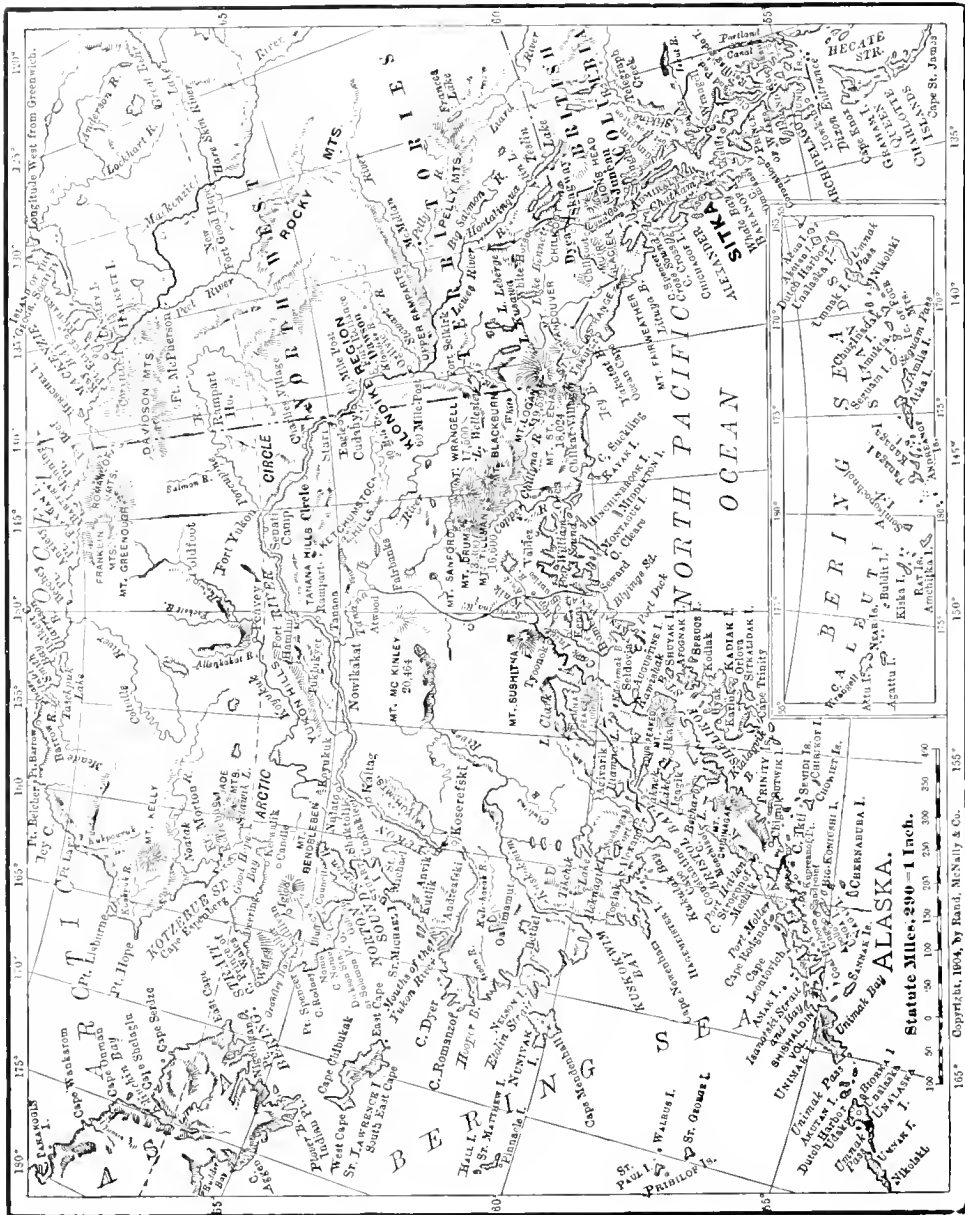
helpless and so far away, that God only knows what goes on inside of it," and in a measure, this is true, but the fringes of "The Great Country" are neither so far away nor so inaccessible as might be believed. On the contrary, the summer trip to Southeastern Alaska is as easy and pleasant as

*"—the road to Mandalay,
Here the flying fishes play"*

only the fishes in Alaskan waters do not fly, and at the season of the year we made the trip (July) they were too busy evading nets, traps, and other devices to encompass their destruction, to have any time left for play.

When preparing for our Alaskan trip, we collected about two tons of literature,

NORTH OF PARALLEL FORTY-NINE



By Courtesy of Rand, McNally & Co.

MAP OF ALASKA

ranging from railway folders to congressional records; we read alleged Alaskan romances, warranted to glow with "local color" reflected from the Northern Lights, but the first were uninteresting and in the latter the aurora borealis was plainly turned on by a boy with a lime light, in the gallery. However, there are three or four books on Alaska which every visitor to that country, though but a wayfarer and a tourist, should read.

First, General Greely's "Handbook of Alaska," which deals solely with facts and statistics, and is therefore rather dry reading, but as the facts are carefully assorted and labeled, a general idea of the extent and resources of the country can be readily and easily gained therefrom. Next, Mrs. Higginson's "Alaska, the Great Country," which is comprehensive and reflects careful research, but is too flowery to be taken altogether seriously. In fact, the book is suggestive of the soda-fountain concoction known as a "sundae," which has a foundation of good honest vanilla cream, rich and sweet enough for any one, but is drowned in a scented syrup until it is nauseating, so many portions of Mrs. Higginson's really valuable book are spoiled with a syrupy flood of words, "too sweet for anything." Then Elizabeth Robins' fascinating "Magnetic North," which masquerades as a novel, but is in reality a faithful picture drawn with "a pen of iron, with the point of a diamond," of that period of Alaskan history when the gold-seekers invaded the frozen North. We met a number of people who had lived in the gold districts during those frenzied days, "sourdoughs" in the vernacular of the country, who had read the "Magnetic North," and who assured us it was not overdrawn in a single particular, but that the "Colonel and the Boy" and "Maude" and all the rest had their living counterparts many times over. Then there is Mr. Service's "Songs of a Sourdough," which tingles with the frost of the North, and of which he himself says, in L'Envoi:

*Little of joy or mirth,
Little of ease I sing;
Sagas of men of earth,
Humanly suffering
Such as you all have done:
Savagely faring forth,
Sons of the Midnight Sun,
Argonauts of the North.*

Next to preparing our minds for the trip came the fortifying of our bodies. Had we taken all of the advice offered and the amount of paraphernalia suggested, we would necessarily have had to travel by freight train. As it was, we burdened ourselves with a combination of arctic outfit and picnic lunch about as necessary as snow-shoes for a Cuban trip, and if we had made the trip after the return of Messrs. Peary and Cook, doubtless we would have added a barrel of gumdrops to our miscellaneous collection, to propitiate the Esquimaux—whom we met only on picture postcards. As it was, we each made up a "turkey," as the miners call their packs, of steamer rugs, raincoats, etc., for use on shipboard, so large they were with difficulty stored under the lower berth, there to be in the way for the round trip. As for luncheons, we had three big meals a day, with a postscript in the shape of a cold lunch at 9.00 p.m., and fruit in our staterooms whenever we wanted it. There was the most delicious fish in the world, straight from the water to the fire, spring lamb, which had lately gamboled over the rocky island farms through which our boat had made its devious way, and fruit and vegetables from the farms and orchards which have made Washington and Oregon famous all over the world, and "Sing," Chinese ship chef (say that fast if you can), was a master of the culinary art. I may have forgotten some of the magnificent scenery and glorious sunsets, but the memory of Sing's puff paste still lingers. A husky sailorman went through the ship from stem to stern three times per day, beating an atrocious gong, with superfluous energy and personal spite, until the poor "Princess May" shivered and shook from keel to funnel, and the mountains on either hand reverberated the hideous noise, whenever meals were ready, but never music sounded sweeter, or was call more welcome. Talk of seasickness! Anyone who would get seasick on this trip would get seasick floating a paper boat on a bowl of cream.

We left Vancouver about midnight of July 3d, and wakened upon the quietest 4th of July I have experienced for years. We had left behind the "Opal Way" of the Strait of Fuca and its clustering islands, and the "Princess May" was making good headway through the sapphire waters of the Gulf of Georgia. On one hand rose

the mountains of Vancouver Island, some of them snow-capped, on the other, the distant Selkirk Range, on the mainland, melted purple and misty into the horizon, while on both sides the great pines crept down to the very water's edge, to bathe their roots in the salty tides, and two and sometimes three hundred feet above, their tops were veiled in shining mist. Indeed, for almost the entire distance from Vancouver to Skagway, the pine trees are the dominant note in the landscape.

*"Sentinels of the stillness, lords
of the last lone land,"*

they clothe the mountain sides with their own solemn beauty and keep well their secrets of mineral wealth or of the haunts of the wild animals, who vainly ask of man only to leave them that which God gave them for their very own—their furry hides.

When we passed the famous Seymour Narrows, the maelstrom of the northwest coast, "Yaculta," evidently slept, for the "Princess May" encountered no rough water therein. Just south of Valdez Island, the tides from the Strait of Fuca meet those from Queen Charlotte Sound, sending a boiling current through this narrow passage between Vancouver and Valdez Islands, in which few ships could live. The Indians of the coast believed that this passage was the home of an evil spirit named "Yaculta," who, angry at being awakened by the incoming tides, raised all this commotion. Vessels, therefore, figure to pass the Seymour Narrows, twenty-four miles long, at slack tide, when the water is quiet as a mill-pond, or, according to the legend, when "Yaculta" is sleeping.

After breakfast, we started out to investigate our surroundings and get acquainted with our fellow passengers, who numbered about 100. The sun was delightfully warm, and the fresh air, with its tang of salt and fragrance of pine forest, was wonderfully refreshing, but the breeze created by the moving ship, combined with the wind sweeping down the canyon formed of the mountain ranges on either hand, made the shelter of the after-deck acceptable, and the majority of the passengers sought the steam-heated observation room, in preference to the freshness outside.

Perhaps our expectations of meeting the wild and woolly on this, "the last frontier," were too high, or we had not realized that this was the banner year for tour-

ists to the Pacific Coast, for a majority of the people huddled in the observation room were typical tourists making a side trip en route to or from the Seattle exposition, uninteresting as a flock of tame hens, and about as capable of appreciating this wild country as the aforesaid hens would have been.

Why some people travel is a mystery. There was one family on the "Princess May," father, mother and small son, evidently people of considerable means, who claimed to have been traveling constantly for the last five years, and to have visited nearly every country in Europe. Possibly, nay, probably, they had, but the only thing in their entire wandering that had made a lasting impression was a dresser trunk, for which they had paid \$125 in New York. We heard a description of its virtues several times a day, but if any one asked the lady if she had seen such or such a place, she would turn to her husband and say, "Did we, George?" And George would reply, "Of course we did, Fannie; we saw everything," and then both of them would remember something that happened to the trunk while there. And those people sat across the table from us for some thirty odd meals—we could escape them the balance of the time.

Then there was a moony man, who never saw anything but another man's wife—no scandal at all—he was not energetic enough to provoke scandal, but he trailed at the athletic lady's heels like a limp and frazzled dress braid.

We also had a millionaire on board. We knew he was a millionaire because he told people so, himself. However, he had his uses, for every time the boat stopped, he got out his fishing tackle and pulled in a lot of fish, which Sing cooked, and everybody ate and enjoyed.

There were dozens of people who neither caught fish, dug bait or did anything else, and like the Pilgrim Fathers, you wondered—

*"Why had they come to wander there,
Away from their childhood's land?"*

And then on the other hand, there were the delightful and interesting people, veritable "sourdoughs" or oldtimers, who had lived in the country through the gold excitement, whose stories were as fascinating as Scheherezade's. These "Argo-

nauts of the North" supplied the local color of the trip.

Place aux dames, and most interesting of all, was the lady from Dawson, whose varied experiences rivaled the most thrilling of fiction. Born with the *wanderlust*, and experiencing reverses in business just as the reports of gold discoveries in the Klondike were electrifying the world, she took passage on a sailing vessel, bound from New York to St. Michaels. The voyage consumed some fourteen months, and the ship arrived so late in the season that the connecting boat was frozen into the Yukon ice, at Circle, 350 miles from Dawson, with prospect of staying there until the ice went out of the river the next May. Hers was not the temperament to brook delay such as this, and she first went to the mail-carriers, who covered the route with a dog team, and asked permission to accompany them to Dawson. At first they refused outright, then reluctantly consented to carry twenty-five pounds of food and outfit, and let her walk along with them, if she could keep up, for \$300. As they had already contracted for a man to accompany them, and carry fifty pounds of baggage for him, for \$75, this proposition was too much for a woman of her spirit to stand, so she bought a sledge and outfit, and three hours after the mail team left Circle, started after them, overtaking them the same day.

After that she kept near them, sometimes ahead, sometimes behind, stopping at the same road-houses at night. Sometimes they endeavored to elude her, making unexpected stops or early starts, but always she managed to overtake them, as there was but one trail for either to follow—the frozen Yukon. Once, when she was in the rear of the mail train, a gaunt gray wolf, scenting bacon on her sledge, followed her all day long, a gray shadow on the white snow, softly pad-padding along, too cowardly to attack, but famished with hunger, unwilling to relinquish the tempting odor.

Once she got to a road-house ahead of the mail team, and, utterly worn out, demanded a room to herself, where she could rest undisturbed. There were but two rooms in the cabin, the barroom, where travelers ate, and particularly drank, and then rolled in their blankets on the floor, and slept, and a sort of loft overhead, reached by a ladder, which the proprietor kept for himself. After much persuasion, and the consideration of \$10, he consented to resign

the loft to her exclusive use, for the night. Not until after the bargain had been struck did she throw back the parka, or fur hood, which covers not only the head, but the face also, and disclosed to the astonished old man the face of a woman, with her long, black hair closely coiled around her head. Half dead with fatigue as she was, the expression on the old man's face was so funny she sat down on the floor and laughed until the tears came. He backed down the ladder crab-fashion, and looking through the chinks in the floor, she saw him standing at the foot of it, with both hands upraised, and heard him say, "My God, boys, what do you think's up there—a WOMAN!"

She finally reached Dawson some six or eight hours ahead of the mail team (as the men had lingered on the way, gambling at the road houses), tired out, but triumphant, with her \$300 still in her pocket, also richer by a series of experiences which served her in good stead later. She carried a revolver on the trip, but never had occasion to take it out of the holster, and not only on this trip, but in her later varied experiences in the Klondike, while men tried to cheat her, and get the best of her in business deals, to use her own words, "Good women were too scarce in Dawson, in those days, for men not to know the difference when they met one." In fact, about her only complaint about men in the Klondike was, "when they failed in the mines, they tried to marry a woman who could take care of them."

Naturally of exceptional strength her varied occupations had hardened her muscles, until few men were a match for her. One of the ship's officers told us that on a previous trip, a "chechako," or stranger, made an insulting remark before her. Quick as lightning, her arm shot out, and it took two men to pry the wreck of the gay one from under the piano. Dear lady, she gave my waist a gentle squeeze, as a parting caress, and almost cracked a rib.

Our most distinguished fellow passenger was one of the supreme judges of the Yukon Territory. Sent to Dawson by the Dominion government during the strenuous days of the gold excitement, probably no man living knows more of the inward and outward state of affairs as they existed in that seething, effervescing community, at that time, or did more to bring the orderly city of Dawson out of the heterogenous gold camps. From the day of his arrival,

it was understood that he feared no man, and many of his sternest decisions were rendered before a court-room packed with armed friends of the prisoner, sworn to take his life should the decision be adverse to their man, but he never faltered, and his decisions were remarkable for their fairness and justice.

While fear had never swayed him however, sorrow and disease had laid heavy hands upon him; wife and daughters had been laid to rest on the banks of the Yukon, far from their Montreal home, and the judge himself was returning from a long sojourn in the South, where he had gone to recuperate from a siege in the hospital and on the operating table. It was pathetic to see the once strong man, who had defied the desperadoes of the Klondike, now meekly submitting to the orders of a trained nurse, but an occasional flash in the keen dark eyes denoted returning vigor, and once more on the bench, it is safe to prophesy that the guilty might well tremble at his frown.

Then there were others, whose pathetic history it was not hard to read; the man who had "made good" in the Klondike, but who had lost his young wife - but not by death. His daughter was with him, a

girl of ten or twelve, with the dazzling complexion and golden hair of her Scandinavian ancestors, whose mother had deserted her when she was a tot of two, and who ever since had accompanied her father on his wanderings, now "in luck," now almost down and out, until the experience of her childish years outmeasured those of most women.

After talking with these people, we began to understand the magnetism of the North. Hardships almost incredible they had borne, and suffered pain and sorrow, but sunnier southern climes held out no temptation for them, and many of them were impatient to finish this pleasant summer trip over the blue water and return to their Northern homes, beyond the snow-clad mountains.

We got our first glimpse of the real thing in totem poles at Alert Bay, on the northern end of Vancouver Island. Totem poles in wood, metal, clay and almost every other substance, formed a good part of the Seattle exposition souvenirs, also some real poles, stolen from the Indians, are set up in the city, but we here saw them on their native heath.

(To be continued.)



Florida and Cuba



FLORIDA and Cuba are the popular winter resorts of America. The delightful climates of both, the many fashionable and attractive places in Florida, and the pleasurable, short sea trip to the quaint city of Havana, have made these resorts objective points for tourists, from the time the chilly blasts of winter strike the Northern States in December

The Baltimore & Ohio Railroad is the most direct route to Washington from Chicago, Pittsburg, Cincinnati, St. Louis, the West and Northwest, and is the only line that runs its through trains, East and West, solid to the Capital City.

From Chicago there are two routes: One via Pittsburg, across Southwestern Pennsylvania, and the other across the States of Ohio and West Virginia. Both of these routes are most interesting, historically and



Courtesy American Photo Co., Havana

A TROPICAL SCENE

until April showers insure the return of more seasonable weather.

Each winter finds the railway facilities much improved over the preceding year, adding greatly to the comfort and convenience of the travel.

Patrons of the Baltimore & Ohio Railroad to or from the South make direct connections with all trains of the Seaboard Air Line, Atlantic Coast Line, Southern Railway, Washington Southern (Richmond, Fredericksburg & Potomac Railroad) in the new Washington Union Station, without transfer across the city.

From New York, Philadelphia and Baltimore the famous Royal Blue Line trains have frequent connections with all the above lines to the South. A through parlor car from New York to Richmond, Va., is attached to the "Florida Limited" of the Seaboard Air Line at Washington.

scenically, affording the tourist interesting diversion. The Baltimore & Ohio is the shortest route from Pittsburg to Washington and Richmond. The morning train from Pittsburg makes excellent connection with the "Florida Limited" of the Seaboard Air Line.

There are three excellent routes southward from Washington. Each of these lines operates splendid through vestibuled train service from Washington, new Union Station, to Jacksonville and St. Augustine; and the popular resorts of Palatka, Ormond, Daytona, Titusville, Rockledge, Palm Beach and Miami are reached easily via the Florida East Coast Railway.

Havana, Cuba, may be reached via the Florida East Coast Railway to Knights Key, thence via the Peninsular & Occidental Steamship Company, or via the Seaboard Air Line or Atlantic Coast Line to Tampa,



By Courtesy of the American Photo Co., Havana

IN THE ISLE OF PINES

thence via the Peninsular & Occidental Steamship Company to Havana.

The gulf coast resorts are reached via the Seaboard Air Line and Atlantic Coast Line from Jacksonville.

Another attractive route to Florida is via the Baltimore & Ohio to Baltimore, in through vestibuled trains, thence to Savannah, Ga., via the Merchants & Miners line

of steamers, and thence by rail to Jacksonville. The routes from Jacksonville to the resorts on the east and gulf coasts of Florida are the same as given above.

The route of the Merchants & Miners Transportation Company from Baltimore is via the Chesapeake Bay, through Hampton Roads at Old Point Comfort and Norfolk, Va., and down the Atlantic Coast.

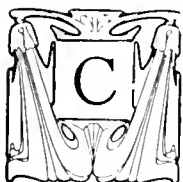


THE OMNIPRESENT PALM



WILD TURKEYS ARE ABUNDANT IN THE MOUNTAINS OF WEST VIRGINIA

Hunting Grounds of Maryland and West Virginia



COMMENCING in the extreme northeastern corner of Maryland and following the line of the Baltimore & Ohio Railroad westward across both States, many kinds of game and fish can be found.

The Susquehanna River is famous for its shad fisheries and the Susquehanna Flats for duck shooting. The river forms the boundary between Cecil and Harford counties, Maryland, emptying into the Chesapeake Bay at Havre de Grace, which is the most convenient town for sportsmen's headquarters for this section. In both counties special game laws prevail, made necessary for the protection of game on account of the superabundance thereof, and the possible greed of irresponsible hunters from the crowded Eastern cities to bag more than a reasonable share.

Between Harford and Baltimore counties are the marshes of the Gunpowder River, convenient hiding places for snipe, rail and reed birds and ducks. The Gunpowder and its tributaries also abound in "gudgeon," which are popular among small sportsmen in the early spring.

Baltimore County, as well as Cecil, Anne Arundel and Harford, borders on the headwaters of the Chesapeake Bay. As the weather becomes cool, yellow perch and pike become abundant in the brackish waters of the rivers emptying into the bay, and excellent duck shooting may be had along the Magothy and Severn rivers.

The Baltimore & Ohio Railroad from Baltimore to Washington crosses Howard and Prince George counties, through a territory of no principal importance for any kind of game. West of Washington the railroad crosses Montgomery County and strikes the Potomac River at its confluence with the Monocacy River. From this point the Monocacy Valley extends northward through Frederick County, east of the Catoclin Mountains, the most beautiful agricultural section of Maryland. The surrounding country abounds in small game, such as squirrel, rabbit, pheasant and partridge or quail. "Partridge" and "quail"

are synonymous in the States of Maryland, Virginia and West Virginia, partridge being the term generally applied. West of the Ohio River the name of "quail" predominates.

From Washington Junction the main line of the Baltimore & Ohio skirts the Potomac River through Frederick County and across a narrow strip of Washington County, crossing the river at Harper's Ferry, where the road enters West Virginia on its route across the Alleghany Mountains, following the border line between Maryland and West Virginia, with Washington and Allegany counties in Maryland on the north side of the Potomac, and Jefferson, Berkeley, Morgan, Hampshire and Mineral counties in West Virginia on the south side, in the order named from east to west.

Throughout this valley of the Potomac River the sportsman finds many haunts in the mountainous section for wild turkey, partridge, squirrel, raccoon and rabbit, and the waters in sections abound in black bass.

Among the stopping-off places in this territory most convenient to the sportsman are North Mountain, in Berkeley County, W. Va.; Cherry Run and Berkeley Springs, in Morgan County, W. Va.; Hancock, in Washington County, Md.; Great Cacapon, in Morgan County, W. Va., where the Great Cacapon River empties into the Potomac, and Green Springs, in Hampshire County, W. Va., on the Potomac River, from which a branch of the railroad runs down to Romney in the same county. From Romney there are many mountain trails which lead to good hunting of wild turkey in Hampshire County. The western portion of Allegany County, Maryland, and the northern portion of Mineral County, West Virginia, is mountainous and abounds in all kinds of game peculiar to hilly regions. The choice hunting grounds are best reached through Cumberland and Rawlins in Maryland, and Keyser and Piedmont in West Virginia.

Piedmont, W. Va., is at the foot of the great Alleghany plateau known as The Glades, which lies entirely in Garrett County, Maryland. On the plateau, which

BIRDS.

BIRDS.

STATE.	QUAIL.	GROUSE.	PRairie CHICKENS.	WILD TURKEY.	DOVE.	PLOVER.	SQUIR.	WOODCOCK.	RAT.	DEER.	GOOSE, SWAN.
1. Maine.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	May 1-Aug 1.	May 1-Aug 1.	Dec 1-Oct 15.	Feb 1-Oct 1.	Jan 1-Oct 1.	1. 1-3
2. New Hampshire.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Feb 1-Oct 1.	Feb 1-Oct 1.	2. 1-3
3. Vermont.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	3. 1-3
4. Massachusetts.	Nov 1-Oct 1.	Nov 1-Oct 1.	Nov 1-Oct 1.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	4. 1-3
5. Rhode Island.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	5. 1-3
6. Connecticut.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	6. 1-3
7. New York.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	7. 1-3
8. Long Island.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	8. 1-3
9. New Jersey.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	9. 1-3
10. New York.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	10. 1-3
11. Pennsylvania.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	11. 1-3
12. Delaware.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	12. 1-3
13. Maryland.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	13. 1-3
14. Virginia.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	14. 1-3
15. North Carolina.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	15. 1-3
16. South Carolina.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	16. 1-3
17. Georgia.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	17. 1-3
18. Florida.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	18. 1-3
19. Alabama.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	19. 1-3
20. Mississippi.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	20. 1-3
21. Louisiana.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	21. 1-3
22. Texas.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	22. 1-3
23. New Mexico.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	23. 1-3
24. Arizona.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	24. 1-3
25. California.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	25. 1-3
26. Nevada.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	26. 1-3
27. Utah.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	27. 1-3
28. Idaho.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	28. 1-3
29. Montana.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	29. 1-3
30. Wyoming.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	30. 1-3
31. Colorado.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	31. 1-3
32. New Mexico.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	32. 1-3
33. Arizona.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	33. 1-3
34. California.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	34. 1-3
35. Nevada.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	35. 1-3
36. Utah.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	36. 1-3
37. Idaho.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	37. 1-3
38. Montana.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	38. 1-3
39. Wyoming.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	39. 1-3
40. Colorado.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	40. 1-3
41. New Mexico.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	41. 1-3
42. Arizona.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	42. 1-3
43. California.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	43. 1-3
44. Nevada.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	44. 1-3
45. Utah.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	45. 1-3
46. Idaho.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	46. 1-3
47. Montana.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	47. 1-3
48. Wyoming.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	48. 1-3
49. Colorado.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	49. 1-3
50. New Mexico.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	50. 1-3
51. Arizona.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	51. 1-3
52. California.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	52. 1-3
53. Nevada.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	53. 1-3
54. Utah.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	54. 1-3
55. Idaho.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	55. 1-3
56. Montana.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	56. 1-3
57. Wyoming.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	57. 1-3
58. Colorado.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	58. 1-3
59. New Mexico.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	59. 1-3
60. Arizona.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	60. 1-3
61. California.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	61. 1-3
62. Nevada.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	62. 1-3
63. Utah.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	63. 1-3
64. Idaho.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	64. 1-3
65. Montana.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	All the year.	All the year.	Dec 1-Oct 15.	Dec 1-Oct 15.	Dec 1-Oct 15.	Mar 1-Oct 15.	Mar 1-Oct 15.	65. 1-3

NORTHERN

SOUTHERN

PACIFIC

CANADA

CLOSE SEASON FOR FOWL IN UNITED STATES AND CANADA

MAMMALS.

STATE	DEER	ELK	MOOSE	CARBON	ANTELOPE	SHEEP	SQUIRREL	RABBIT	INTERPRETING	OTHER
1. Maine	Dec. 15 Oct. 1	All the year	Dec. 1 Oct. 15	To Oct. 15, 1911			To May 1, 1911	Apr. 1 Sept. 1	To Apr. 25, 1911	
2. New Hampshire	Ex. 1904-1905		All the year	All the year			Dec. 1 Sept. 15	May 1 Sept. 15	To Oct. 1, 1909	
3. Vermont	To Nov. 1, 1910		All the year	All the year			To Oct. 1, 1910	Mar. 1 Oct. 1	All the year	
4. Massachusetts	All the year						Jan. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
5. Rhode Island	All the year						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
6. Connecticut	All the year						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
7. New York	Nov. 1 Sept. 15						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
8. Long Island	Ex. 4 days Nov.						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
9. New Jersey	To Nov. 10, 1909						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
10. New Jersey (south)	Nov. 1 Nov. 15						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
11. Delaware	Dec. 1 Nov. 15						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
12. Maryland	Local laws						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
13. District of Columbia	Jan. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
14. West Virginia	Dec. 16 Aug. 15						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
15. Kentucky	Mar. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
16. Tennessee	To June 16, 1913						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
17. Ohio	Dec. 1 Nov. 10						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
18. Indiana	To Apr. 28, 1913						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
19. Illinois	All the year						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
20. Wisconsin	Dec. 1 Nov. 11						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
21. Michigan	All the year						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
22. Iowa	All the year						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
23. Minnesota	Jan. 1 Nov. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
24. Kansas	Nov. 16 Aug. 15						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
25. Nebraska	Dec. 1 Nov. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
26. South Dakota	Dec. 1 Nov. 10						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
27. North Dakota	Dec. 1 Nov. 10						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
28. Montana	Dec. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
29. Wyoming	Nov. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
30. Colorado	Oct. 31 Oct. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
31. North Carolina	Feb. 1 Oct. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
32. South Carolina	Jan. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
33. Georgia	Jan. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
34. Florida	Jan. 1 Nov. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
35. Alabama	Jan. 1 Nov. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
36. Mississippi	Mar. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
37. Arkansas	Feb. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
38. Louisiana	Local laws						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
39. Texas	Jan. 1 Nov. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
40. Oklahoma	Dec. 1 Oct. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
41. Arizona	Dec. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
42. California	Oct. 1 July 15						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
43. Nevada	Nov. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
44. Idaho	Nov. 1 Oct. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
45. Utah	Dec. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
46. Oregon	Nov. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
47. Washington	Nov. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
48. Alaska	Feb. 1 Apr. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
49. Hawaii							Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
50. British Columbia	Dec. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
51. Alberta	Dec. 1 Nov. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
52. Saskatchewan	Dec. 1 Nov. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
53. Manitoba	Dec. 1 Nov. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
54. Ontario	Nov. 16 Nov. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
55. Quebec	Nov. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
56. Nova Scotia	Nov. 1 Sept. 1						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
57. Prince Edward Island	To Oct. 1, 1912						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	
58. Newfoundland	To Jan. 1, 1912						Dec. 1 Oct. 1	Dec. 1 Oct. 1	All the year	

CLOSE SEASON FOR MAMMALS IN UNITED STATES AND CANADA

is one of the highest sections of the Alleghanies, are the summer resorts of Oakland, Mountain Lake Park and Deer Park. Here the Youghiogheny River obtains its source.

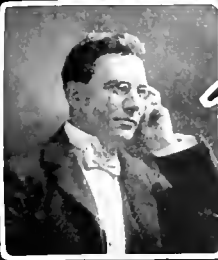
Some five or ten miles north of the railroad are the Meadow and Negro mountains, from which many trout streams wend their way to make up Deep Creek, emptying into the Youghiogheny River, and the Castleman River, emptying into the Monongahela River.

A few miles west of Oakland the railroad leaves Maryland and enters West Virginia in Preston County, descending the Alleghanies from Terra Alta along the Briery Mountains through the famous Cheat River

region, passing westward to Grafton, in Taylor County, and into the Tygart's Valley River region. The usual small game abounds in this section. The Cheat and Tygart River valleys furnish wild turkey and grouse.

The Belington branch of the Baltimore & Ohio southward from Grafton follows the Tygart's Valley River towards its source in the Cheat Mountains. Another division of the railroad runs southward from Clarksburg through Harrison, Lewis, Upshur, Braxton, Webster and Nicholas counties, through a wild portion of the State, which affords splendid wild turkey, deer and bear hunting. Almost the entire State of West Virginia is wooded, hilly and dry.





Stub Ends of Thought

By ARTHUR G. LEWIS.



THE right woman is the best hobby
for the right kind of man.

THE spirit of hatred may generally be
traced to the habitation of envy.

A NEGATIVE condition of contentment
indicates a positive state of weakness.

TRUE friendship is purified love, with
all the passion and selfishness taken
from it.

WE are yoked together by customs
and the use of each other; let us pull
together.

How many of us are over-informed
upon subjects of which we know abso-
lutely nothing.

FROM the love of work and the an-
ticipation of success comes the only
thorough results.

It is an easy matter to forgive faults
in some men and difficult to recognize
virtues in others.

THERE is no stimulant equal to a
reputation tottering upon the heights of
its best accomplishments.

THAT sweet, gentle little hand of
faith and forgiveness is leading many of
us toward the East again.

UNSELFISHNESS is never clearly de-
fined until someone who loves us has
suffered for our own faults.

STAND perfectly still if you wish to
avoid the unpleasant necessity of step-
ping upon someone's self conceit.

THE greatest thing in the world is
love, and it is a woman's love that rocks
the cradle of the world's affection.

THE little white hands of women lead
more men to hope and Heaven than all
the world's temptations drag to hell.

NOTHING that we can ever do will
quite cancel the debt of a deliberate in-
justice, but we may continue to do
penance.

THE pavements of good intentions in
hell are completed, but the highways
are still open for the renewed efforts of
experience.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOVEMBER 21, 1909.											
EASTWARD											
	No. 504 DAILY	No. 526 EXCEPT SUNDAY & HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM	
Lv. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52	-----
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.45	-----
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51	-----
Ar. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	6.50	8.19	11.50	3.50	6.00	-----
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32	-----
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43	-----
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 21, 1909.									
WESTWARD									
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY & HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM
Lv. NEW YORK, 230 STREET	11.50	-----	7.50	9.50	11.50	1.50	3.50	5.50	6.50
Lv. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.15	6.12	8.31	9.21
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.15	6.09	8.09	10.50	11.23
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.30	2.47	4.20	6.13	8.13	10.55	11.27
Ar. WASHINGTON, NEW UNION STA.	7.50	11.45	1.20	3.50	5.20	7.00	9.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOVEMBER 21, 1909.								
WESTWARD								
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
								NOTE.
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	
Lv. PHILADELPHIA	12.30 PM	2.17 PM	8.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.15 PM	8.09 PM	10.50 PM	12.15 PM	7.45 AM	11.23 PM	
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM	
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.27 PM	9.10 AM	12.30 AM	
Ar. DEER PARK HOTEL								
Ar. PITTSBURG								Lv 6.25 PM
Ar. CLEVELAND			6.45 AM	12.00 NN	9.40 PM	6.25 PM	8.50 AM	
Ar. WHEELING (EASTERN TIME)		5.35 AM						Lv 6.15 PM
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM				9.00 PM		9.25 PM
Ar. CHICAGO		6.15 PM			9.45 AM			7.30 AM
Ar. CINCINNATI	8.05 AM			5.35 PM		1.45 AM		
Ar. INDIANAPOLIS	11.45 AM			10.35 PM		6.35 AM		
Ar. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM		
Ar. ST. LOUIS	5.50 PM			7.28 AM		1.40 PM		
Ar. CHATTANOOGA				5.20 AM				
Ar. MEMPHIS	11.25 PM			8.45 AM				
Ar. NEW ORLEANS	10.55 AM			8.15 PM				

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOVEMBER 21, 1909.									
EASTWARD									
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE EXPRESS DAILY	No. 14 EXPRESS DAILY		
Lv. CHICAGO			5.40 PM	10.40 AM			8.30 PM		
Lv. COLUMBUS				7.00 PM					
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.50 AM		
Lv. CLEVELAND			7.30 PM		3.00 PM				
Lv. PITTSBURG			8.10 AM		10.00 PM				
Lv. ST. LOUIS	* 9.00 AM	1.45 AM				6.00 PM	1.15 PM		
Lv. LOUISVILLE	2.10 PM	8.10 AM				9.28 PM			
Lv. INDIANAPOLIS	2.25 PM	* 8.05 AM				2.30 AM			
Lv. CINCINNATI	* 6.35 PM	12.15 PM				4.32 AM			
Lv. NEW ORLEANS		9.15 AM				8.00 AM			
Lv. MEMPHIS		8.35 PM				7.10 PM			
Lv. CHATTANOOGA	5.05 AM	12.05 PM				6.35 AM			
Lv. DEER PARK HOTEL									
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	5.30 AM	4.42 PM	12.30 PM	8.40 AM	2.37 AM	10.25 PM		
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM		
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM		
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM		
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.35 AM		
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM		

NOTE—On Sundays only train No. 4 leaves St. Louis 1.00 a. m.
Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Cars Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington and Richmond, Va.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONDLER, Ticket Agent. Howard Street, E. C. JACKSON, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets, New B. & O. Building, G. D. CRAWFORD, City Ticket Agent.
G. W. SQUIGGINS, District Passenger Agent; G. W. PAINI, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent.
Camden Station, E. K. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 289 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent;
E. F. BARREY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON Co., Inc., Ticket Agent.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORLAND, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. McKEWIN, City Ticket Agent;
W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building,
A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue,
F. J. EDDY, Ticket Agent; Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 439 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent;
H. C. STEVENSON, Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent;
J. B. LOHMAN, City Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot
Ticket Agent.
CITY OF MEXICO, MEX., D. BANEHARDT, Agente General, B. & O. S.-W., Prolongacion Del 5 De Mayo II.
CLEVELAND, OHIO, 34 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling
Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; E. H. SLAY, City Ticket Agent.
Union Depot, E. J. BUTTERWORTH, Ticket Agent.
CONNELLVILLE, PA., H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent;
LYAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th Street Station, A. J. ORONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, OHIO, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, J. B. SCOTT, General Eastern Passenger Agent; E. V. EVERTSEN, Traveling Passenger Agent;
A. J. SMITH, City Passenger Agent; E. D. AINSLIE, Ticket Agent, 1300 Broadway, S. R. FLANAGAN, Ticket Agent. No. 6
Astor House, G. F. PERRY, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 225 Fifth Avenue,
RAYMOND & WHITCOMB, Ticket Agents. 65 Avenue B, Cor 4th, MAX LEDERER, Ticket Agent; 77 Ridge Street, S. W. BARASCH,
Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. S. WALEER, Ticket Agent.
PARKERSBURG, W. VA., J. MC. MARTIN, Traveling Passenger Agent; O. J. PROUDFOOT, Ticket Agent; J. W. JONES,
Ticket Agent (Ohio River).
PHILADELPHIA, 834 Chestnut Street, BERNARD ASHBY, District Passenger Agent; W. W. BARREY, Traveling Passenger Agent;
C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAR. C. WILLIAMS, Ticket Agent. 1005 Chestnut
Street, RAYMOND & WHITCOMB, Ticket Agents. 3956 Market Street, UNION TRANSFER CO., Ticket Agents. 603 5 South
3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAGOWAN,
Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDY, Traveling Passenger Agent.
403-57 5th Avenue, W. S. MILLER, City Ticket Agent; EDW. EMERY, City Passenger Agent. Station, Cor. Smithfield and
Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, E. H. BECK, Ticket Agent.
SAN FRANCISCO, CAL., 203 Monadnock Building, EDWIN ANDERSON, Pacific Coast Agent; C. W. DOERFLINGER, Traveling
Passenger Agent.
SEATTLE, WASH., Room 210 Marion Block, D. L. MELVILLE, Traveling Freight and Passenger Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDENLEEVE, Assistant General Passenger Agent; L. L. HORNING,
City Passenger Agent; B. N. EDMONDSON, City Ticket Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT,
Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 147 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent;
J. LEWIS, JR., Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FIBKE, Ticket Agent.
New Union Station, Massachusetts and Delaware Avenues, JOS. KAMPS, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent.
McLure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent; 814 Market Street, W. FULTON, Ticket Agent.
H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water
Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

O. W. BASSETT, General Passenger Agent,
Baltimore & Ohio Linea East, Baltimore, Md.

B. N. AUSTIN, General Passenger Agent,
Baltimore & Ohio Linea West, Chicago, Ill.

C. S. WIGHT, General Traffic Manager,
Baltimore & Ohio R. R., Baltimore, Md.

GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

New York City

Below 46th Street

B. & O.

23d Street

Heart of the City

Steamship Piers

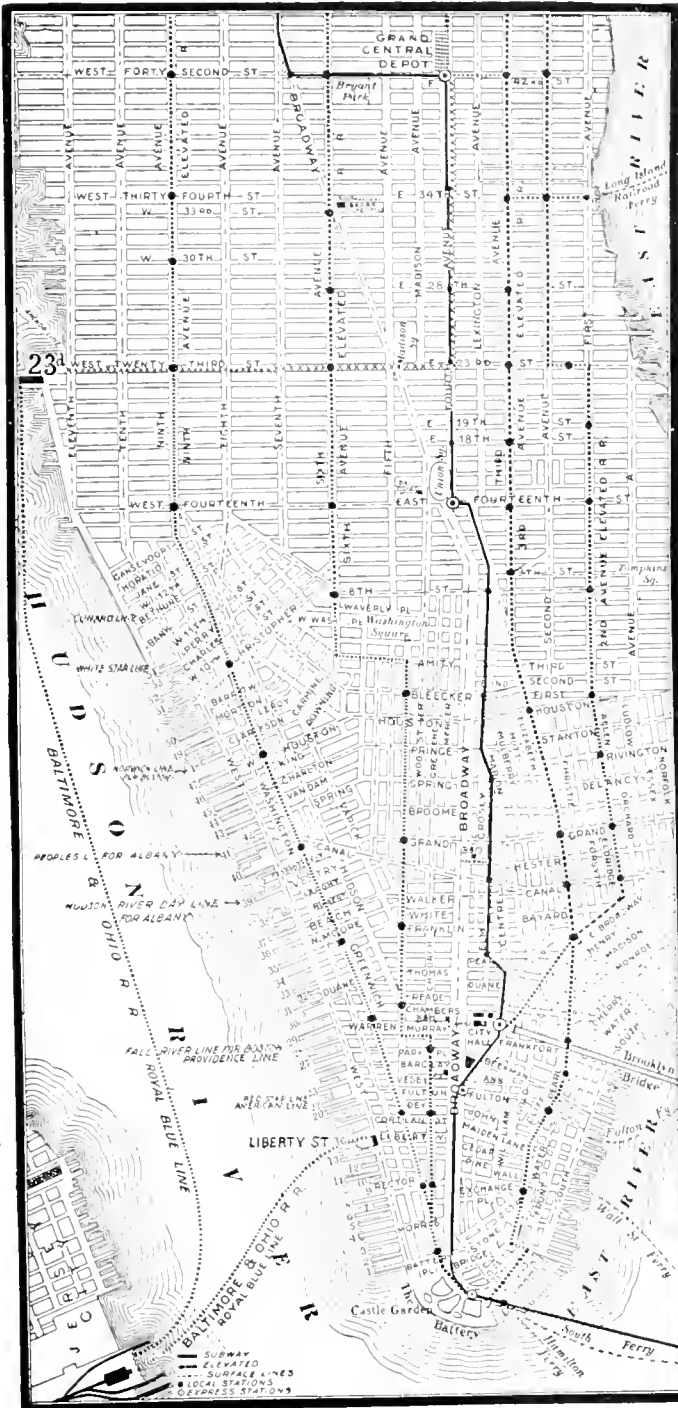
B. & O.

Liberty Street

Financial District

Communipaw

Jersey City



X
Street Cars
between
23d St.
and
Grand
Central
Station

Black Line
Subway

Dotted Line
Elevated

Surface
Lines

Local
Stations

Subway
Express
Stations

Bridge

Ferries
to
Brooklyn

LOWER HARBOR

BALTIMORE & OHIO

TO

FLORIDA

IN CONNECTION WITH

Washington Southern R'y, Richmond,
Fredericksburg & Potomac R. R., Sea-
board Air Line and Atlantic Coast Line

New York to Florida

Through Pullman Parlor Car, New York to Richmond,
is attached to Seaboard Air Line train No. 81 at Wash-
ington for Jacksonville, with through Sleeping Cars to Columbia,
Tampa and Memphis. Dining Cars serve all meals.

THE SCHEDULE

DAILY

	B. & O. No. 501 A.C.L. No. 85	B. & O. No. 501 S.A.L. No. 93	B. & O. No. 527 S.A.L. No. 81
Leave New York, 23d Street.....	9.50 am	9.50 am	1.50 pm
Leave New York, Liberty Street.....	10.00 am	10.00 am	2.00 pm
Leave Philadelphia, 24th and Chestnut.....	12.30 pm	12.30 pm	4.16 pm
Leave Wilmington.....	1.06 pm	1.06 pm	4.47 pm
Arrive Baltimore, Mt. Royal Station....	2.43 pm	2.43 pm	6.09 pm
Arrive Baltimore, Camden Station	2.47 pm	2.47 pm	6.13 pm
Leave Baltimore, Camden Station	3.00 pm	3.00 pm	6.16 pm
Arrive Washington, New Union Station.....	3.50 pm	3.50 pm	7.00 pm
Leave Washington, R. F. & P.....	4.05 pm	4.25 pm	7.25 pm
Arrive Richmond, Va., Main Street ...	7.15 pm	7.35 pm	10.35 pm
Leave Richmond		7.40 pm	10.40 pm
Arrive Pinehurst			6.15 am
Arrive Columbia		6.20 am	10.20 am
Arrive Atlanta			4.00 pm
Arrive Birmingham (Central Time)....			10.10 pm
Arrive Memphis			7.30 am
Arrive Savannah	9.00 am	9.15 am	1.50 pm
Arrive Jacksonville.....	1.20 pm	1.30 pm	6.10 pm
Arrive St. Augustine.....	5.15 pm	5.15 pm	.....
Arrive Palm Beach	3.48 am	3.48 am	.....
Arrive Miami	6.30 am	6.30 am	.....
Arrive Knights Key.....	11.30 am	11.30 am	.....
Leave Jacksonville.....	3.20 pm		9.30 pm
Arrive Tampa.....	9.50 pm		6.30 am

BALTIMORE & OHIO

TO

FLORIDA

IN CONNECTION WITH
 Washington Southern R'y, Richmond, Fredericksburg & Potomac R. R. via Washington,
 Seaboard Air Line and Atlantic Coast Line

Pittsburg to Florida

Train No. 12, "**Duquesne Limited**," has **Through Pullman Drawing-room Sleeping Car Pittsburg to Washington**. Connects with Atlantic Coast Line train No. 89 at Washington, with through Coaches and Pullman Buffet Sleeping Car Washington to Jacksonville.

Train No. 6, "**Chicago-New York Limited**," has Observation Parlor Car and Dining Car Pittsburg to Washington. Connects with Seaboard Air Line train No. 81, with through Coaches Washington to Jacksonville and through Sleeping Cars Washington to Tampa and Memphis. Dining Cars en route.

THE SCHEDULE

Baltimore & Ohio	No. 12	No. 6
Leave Pittsburg, Eastern Time	6.00 pm	8.00 am
Leave Connellsville	7.44 pm	9.45 am
Leave Cumberland	10.30 pm	12.40 pm
Arrive Washington, Union Station	2.37 am	4.42 pm
	A. C. L. No. 89	S. A. L. No. 81
Leave Washington, R. F. & P.	4.20 am	7.25 pm
Arrive Richmond, Va.	7.50 am	10.35 pm
Leave Richmond	8.15 am	10.40 pm
Arrive Pinehurst		6.15 am
Arrive Wilmington	6.10 pm	12.20 pm
Arrive Columbia		10.20 am
Arrive Atlanta		4.00 pm
Arrive Birmingham, Central Time		10.10 pm
Arrive Memphis		7.30 am
Arrive Charleston	11.25 am	.....
Arrive Savannah	2.20 am	1.50 pm
Arrive Jacksonville	7.15 am	6.10 pm
Arrive St. Augustine	10.45 am	.....
Arrive Tampa	7.00 pm	6.30 am
Arrive Palm Beach	9.17 pm	.....
Arrive Miami	11.30 pm	.....
Arrive Knights Key .....		.....
Arrive Havana .....		.....

BALTIMORE & OHIO

TO

RICHMOND, VA.

THROUGH PULLMAN

Drawing-room Parlor Cars

Daylight Runs

BETWEEN

New York Baltimore
Philadelphia Washington
and Richmond, Va.

DAILY, VIA

**Baltimore & Ohio Railroad, Washington Southern Railway and
Richmond, Fredericksburg & Potomac Railroad**

"ROYAL BLUE FLYER"

SOUTHBOUND

Lv NEW YORK, 23d St. Terminal.. 1.50 pm
Lv NEW YORK, Liberty St..... 2.00 pm
Lv PHILADELPHIA,
24th and Chestnut St. Station .. 4.16 pm
Lv BALTIMORE, Mt. Royal Station 6.09 pm
Lv BALTIMORE, Camden Station.. 6.16 pm
Ar WASHINGTON, Union Station.. 7.00 pm
Lv WASHINGTON, Union Station.. 7.25 pm
Ar RICHMOND, Elba Station.....10.30 pm

"ROYAL LIMITED"

NORTHBOUND

Lv RICHMOND, Byrd St. Station....12.01 n'n
Ar WASHINGTON, Union Station.. 2.45 pm
Lv WASHINGTON, Union Station.. 3.00 pm
Ar BALTIMORE, Camden Station.. 3.44 pm
Ar BALTIMORE, Mt. Royal Station 3.52 pm
Ar PHILADELPHIA,
24th and Chestnut Streets..... 5.50 pm
Ar NEW YORK, Liberty Street 8.00 pm
Ar NEW YORK, 23d Street 8.10 pm

**New York to Richmond Only 8½ Hours
Richmond to New York Only 8 Hours**

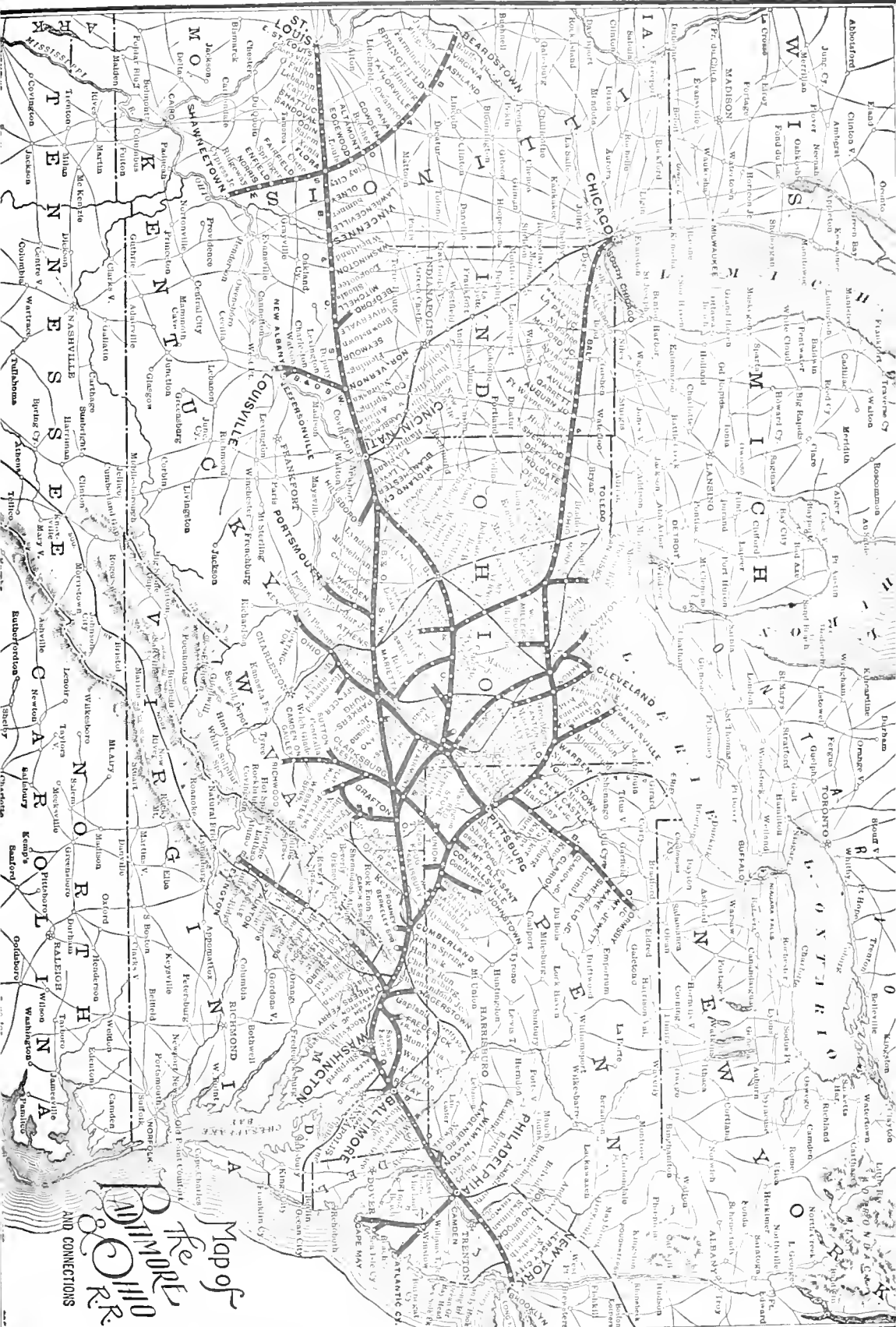
ONLY 5 HOURS

IN EACH DIRECTION BETWEEN

New York and Washington

ON THE

"ROYAL BLUE FLYER" AND "ROYAL LIMITED"



Baltimore



EAST AND WEST



CALENDAR - 1909



JANUARY							FEBRUARY							MARCH							APRIL						
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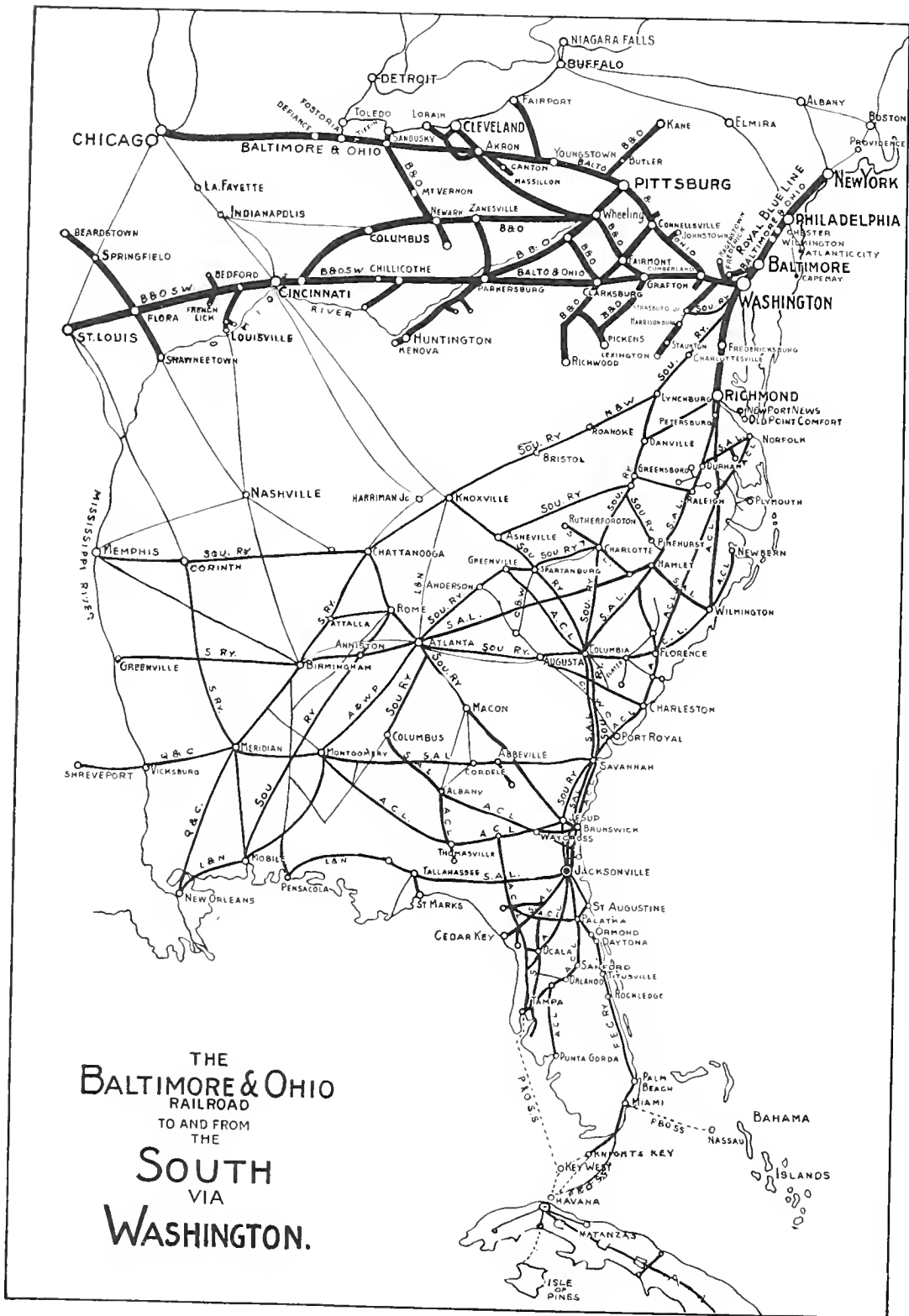
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GENERAL TRAFFIC MANAGER
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ROYAL BLUE





BALTIMORE & OHIO

TO

Florida and Cuba



Old Street in St. Augustine

VIA

WASHINGTON

WITH

**STOP-OVER
PRIVILEGE**

FROM

New York, Philadelphia Baltimore

ROYAL BLUE TRAINS

“Every Even Hour” New York to Washington

In connection with fast winter trains of the

**SEABOARD AIR LINE
ATLANTIC COAST LINE
and SOUTHERN Railways**

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4.20 am	Atlantic Coast Line: “Atlantic Coast Line Express.”
10.05 am	Seaboard Air Line: “Florida Fast Mail.”
4.05 pm	Atlantic Coast Line: “Florida and West Indian Limited.”
4.15 pm	Southern Railway: “New York and Florida Limited.”
4.25 pm	Seaboard Air Line: “The Flamingo.”
7.25 pm	Seaboard Air Line: “Year-Round Limited.”
(Through Parlor Car New York to Richmond)	
10.00 pm	Atlantic Coast Line: “Palmetto Limited.”

BALTIMORE & OHIO

TO

Florida and Cuba

VIA

WASHINGTON

WITH

**STOP-OVER
PRIVILEGE**

FROM



The Old City Gate at St. Augustine

Chicago, Cleveland Akron, Pittsburg

Through Vestibuled Trains to Washington

In connection with

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BOOK OF THE ROYAL BLUE

DECEMBER, 1909

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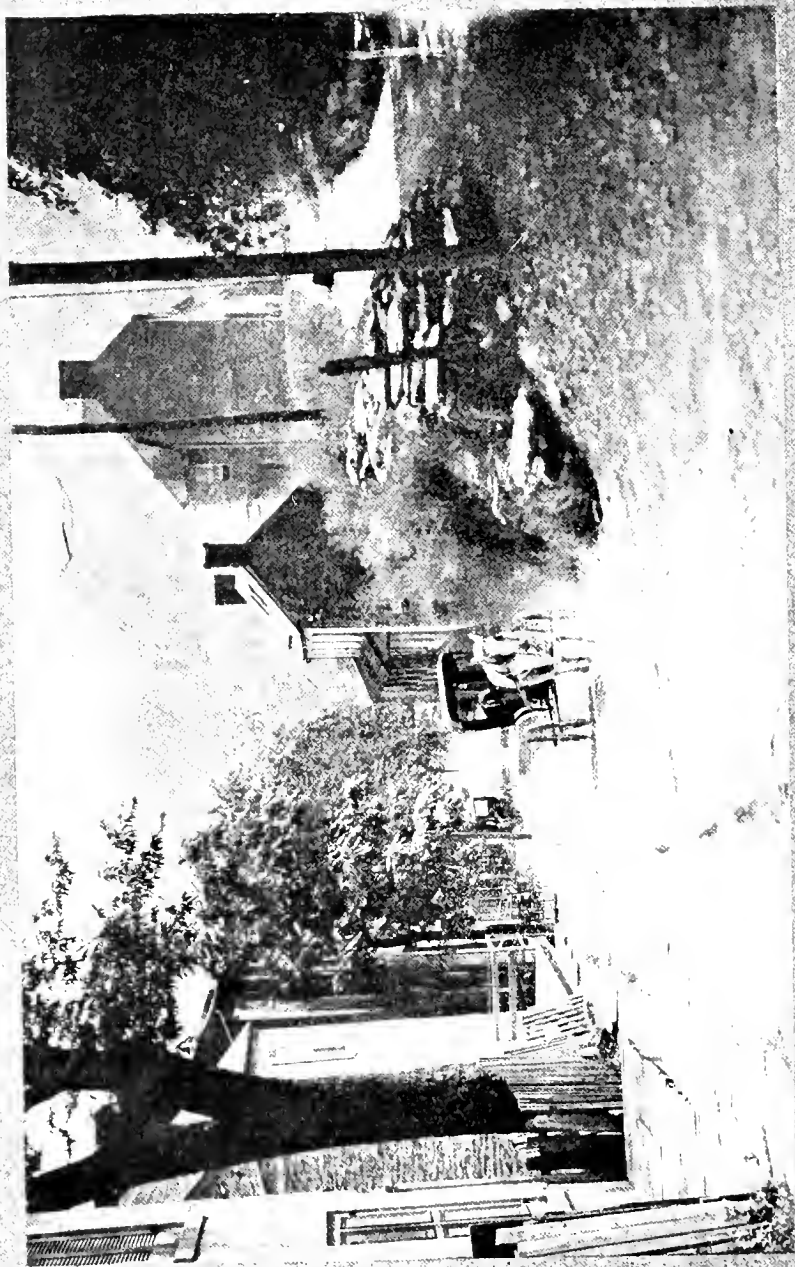
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WILLIAM ELLIOTT LOWES, EDITOR

VOL. XIII

BALTIMORE, DECEMBER, 1909

No. 3

Fifty Years After John Brown

By J. HAMPTON BAUMGARTNER



THIS December marks the passing of fifty years since John Brown and his band of twenty-two abolitionist followers marched on the little town of Harper's Ferry, W. Va., then in Virginia, seized the United States arsenal and by his act of treason or patriotism, however it may be regarded, hurried the Civil War forward ten years. For many years the slavery question had been an issue between the North and South, feeling for and against it had become crystallized in these stormy days of American history, and now in the light of the events which followed it has become apparent that this insurrection did more than anything else to hasten the Civil War. While the intervening half-century has obliterated all traces of sectional bitterness engendered by this act of treason and has supplanted the impartial views of a fair-minded and victorious North and a liberal-minded and reconstructed South, there are still living in the vicinity two eye-witnesses who were connected with the historic event. One is Patrick Higgins, of Harper's Ferry, the watchman on the Baltimore & Ohio Railroad bridge at the time Brown and his men entered the little village, and who was shot by them during the raid, and the other is Louis P. Starry, of Charlestown, W. Va., the undertaker who rode with Brown in the little spring wagon to the gallows for execution on December 2d and prepared for burial the body of the man canonized by one-half of the country as a martyr to the cause of personal freedom and condemned by the other half as one of the most diabolical anarchists in history.

Patrick Higgins no longer watches the bridge under which the waters of the dreamy Shenandoah empty into the Potomac, but enjoys the comforts of a cozy little home at Sandy Hook, just across the Potomac in Maryland, where he is living in retirement at the advanced age of eighty years. Always wearing the broad-brimmed black slouch hat so popular in the Old Dominion before the war, and speaking with an accent that distinctively brands him as a Virginian of the old school, Mr. Higgins delights in telling of his connection with the raid, and the chances are that the wayfarer at Harper's Ferry will find this old man sitting on the bridge, surrounded by children, listening to the story of the days when all was *not* "quiet along the Potomac" and when John Brown, prospector, farmer and abolitionist, was inciting rebellion among the slaves of their grandparents. His reminiscences of the raid are best told in his own words, which narrative he gave the author recently.

"I knew John Brown well—and a fine man he was, too. But I am getting ahead of myself in calling him 'John Brown.' About the middle of March, 1859, a man who said he was 'Isaac or John Smith'—'Captain Isaac Smith'—came to Harper's Ferry and went to board over on the Maryland side of the river at Sandy Hook. I was watchman on the railroad bridge at the Ferry then and also lived in Sandy Hook, across the road from his boarding-house. 'Captain Smith' was a tall man, nearly six feet, I reckon, with a long gray beard like my own, and an elegant gentleman he was. He said he was in the mining business and had come to Harper's Ferry to locate some mines in these surrounding mountains here. He used to take long walks by himself into the



L. P. STARRY, OF CHARLES TOWN, W. VA.



PATRICK HIGGINS, OF HARPER'S FERRY, W. VA.

hills, with a pick and shovel over his shoulder, and I remember that twice he showed me some ore—manganese and silver, I believe—which he said he had dug in the mountains back yonder. The folks here at the Ferry were all pleased with 'Captain Smith's' search and he told us he intended opening up the mines at once.

"Pretty soon he rented the Kennedy farm, over on the Antietam road, about six miles from the Ferry, near the Mountain Schoolhouse, and many's the time I sported the girls to the apple-butter boilings over there, too. Shortly after moving to the Kennedy farm he bought a horse and wagon, got himself a quarterly toll ticket over the bridge for \$2.50 and used to come to the Ferry two or three times a week to get boxes from the station, which he said contained mining machinery. I know now that it wasn't mining machinery, but from the length of the mysterious packages I have come to believe that they were the rifles, pistols, etc., used in the attack on the arsenal. But, as I told you, I was employed watching the bridge and during the summer a number of strangers came here and inquired whether I knew where 'Isaac Smith' lived in the neighborhood. These men always came alone at intervals of about a week, and after directing them to take the Antietam road back to the farm I saw

nothing more of them until the night of the raid. Little was ever seen of 'Captain Smith' and his mysterious friends during the day, but folks here at the Ferry often used to tell about seeing bright lights burning on the Kennedy place while driving along the road late at night. Nobody suspected anything wrong in it, for we all thought they were putting up the mining machinery. Instead of that they were busy at night getting ready to ransack the arsenal and shoot everybody they saw. You know the schoolbooks say that the insurrection was created by slaves under Brown's leadership, but this is not correct, for I recognized all of them and there were but two 'niggers' in the party.

"It was on Sunday night, October 16, 1859, that he came into town. I remember it well. It was my turn to go on duty at midnight. My partner, 'Bill' Williams, and myself relieved each other every six hours, but if one was a few minutes late it made no difference. That night of the raid I got to the bridge at 12.20 and noticed that the four lights kept burning to show that the switches were all right had been put out and my partner was gone. In those days there was a time clock on the bridge which had to be rung up every half hour, and when I got to it I was surprised to see that it had not been registered since half-

past ten. Starting across the bridge in search of Williams, I hadn't gone far before someone commanded me to 'halt.' Not being familiar with soldiers' terms I didn't obey and the second time I was told to 'halt' they struck me in the side with a bayonet and knocked me down. I soon regained my feet and asked the reason for the trouble and told the men I was the watchman on the bridge. 'Well,' answered the man I afterwards learned was Brown's son, Oliver, 'we will watch the bridge tonight. You come with us.' Just then I saw several long spears as we started toward the Ferry and the sight of them made me almost frantic.

"I struck young Brown a powerful blow with my fist, knocked him down and ran away. The pickets on the bridge shot at me several times, but, being a fast runner, I lost no time getting back to the village.

"In those days the Government had a big arsenal here, where they made army guns, and as soon as the raiders came into town they made straight for it. There were four or five night guards stationed at the arsenal who endeavored to fight off the raiders, but they were outnumbered and had to surrender. As soon as the arsenal was captured all the weapons were carried over to the fire engine house. Then they went out and caught all the citizens on the streets and put them in the engine house and told them they had to fight for 'Captain Smith.'

"Squire Fountain Beckham, the mayor of Harper's Ferry, was the railroad agent here. He had a 'nigger,' Hayward, that he thought a whole lot of—too much for a gentleman of Virginia—and whom he had freed and hired at the station. I knew that Sheppard slept in the station, so making my way there I aroused him and told him what had happened. When I was inside the station I noticed that one of the bullets fired at me had grazed my head—you can see the scar yet. Going over to Williams' house I found that 'Bill' hadn't returned, so not wanting to frighten his wife I told her I had come over to see him about a lantern.

"The Western Express was due and I returned to the station. She was on time that night and reached the Ferry at 1.28. I told 'Jake' Phelps, her conductor, that the bridge was in the hands of a party of armed ruffians, making it dangerous to start his train. Phelps wasn't satisfied, so decided to find out for himself just what was the trouble. He took his lantern and asked

me to walk down to the bridge with him. Though I was scared, I didn't want to appear a coward, and went with him. We were fired at by the abolitionists and commanded not to advance, though I don't believe they wanted to shoot us. 'Jake' Phelps called to one of the men on the bridge to ask what all this meant? 'Oh, don't be afraid,' was the reply, 'it's only some niggers in an uprising and fighting for freedom.'

"The conductor and myself then went back to the station. Before long Hayward walked out on the platform and was shot through the breast and mortally wounded. Meanwhile a farmer named Greiss and his sons, returning from a religious meeting over at Ebenezer meeting-house by way of the bridge, were taken prisoners. The boys were put in the engine house with the other citizens captured by 'Smith' and Mr. Greiss sent down to the station to tell Conductor Phelps to go on with the train. 'Smith' said that he didn't want to harm the railroad or delay the mail. Phelps still refused to move his train before morning, and it was not until after daybreak Monday, when 'Smith' had assured him that nothing would interfere with the train, that it crossed the bridge and continued on the journey east.

"Monday afternoon the 'nigger,' Hayward, who had been shot the night before, appeared to be dying and pleaded with me so pitifully to get him some water that I decided to get it for the poor boy, no matter how much risk I ran, and started for the 'Shanendo' River, carrying a pitcher. I was stopped on the way by 'Smith's' son-in-law, Thompson, and he made a remark to me then that has made me think many times during these fifty years. As I was coming back with the water he asked me what I was going to do with it and I told him that the 'nigger,' Hayward, was bad off. 'It serves the 'nigger' right. If he had listened to us we wouldn't have shot him.' Poor Hayward died that evening, and his death scared out of the 'niggers' any idea they had of joining in the rebellion.

"The first resistance the Kansas raiders met from our people was Monday afternoon. 'Billy' Moore, 'Mike' Marquette, Jem Howser, 'Jim' Hunter, Noble Smallwood and Edward Higgins—that's my brother 'Ed,' he lived here in those days—secured guns and attacked the pickets from the Maryland side of the bridge and drove them into the engine house. Late that

afternoon an independent company arrived from Charles Town and kept the raiders in the engine house until Tuesday morning. They were afraid to fire on it for fear of injuring our citizens.

"Tuesday morning Colonel Lee—you know he was afterwards the great Confederate general—came down from Washington to recapture the arsenal from them. Colonel Lee had with him Maj. Israel Green, who only died sometime this May (May 6th), and they prepared for business. Major Green went over toward the engine house waving a handkerchief, then went inside and talked with them. Presently he came over to where I was standing alongside of Colonel Lee and said: 'Colonel, those men in there are commanded by old Osawatimie Brown, of Kansas, and refuse to surrender; there's no 'Isaac Smith' about it.' Then it was that the real identity of the man at the head of the raiders was learned. Colonel Lee ordered his men to open fire on the abolitionists and the fight was on. They resisted and fought like demons, every one of them. The arsenal and engine house were shot full of holes, but they kept on fighting. Squire Beckham and I were standing down behind the station while the fighting was going on. Presently the Squire peeped his head around the corner to look at them and was shot through the heart. He never made a noise or moved a muscle after being shot.

"Major Green was a brave man all right. He burst in the door of the engine house and after a hand-to-hand fight with old Brown brought him out. A marine named Quinn, who followed Major Green in, was killed and is buried over yonder there on the hill in the little Catholic cemetery.

"Those were awful days here. There was shooting going on everywhere. Toward evening the excitement had reached its height, the saloons were kept busy and there was nothing but disorder and violence. During the morning one of the raiders got out of the arsenal and started to run toward the bridge. He didn't get far before someone shot him. He appeared to be dead, lying with his head kind of under his shoulder. I went over to him and turned him on his back, but found that he was alive. In his coat pocket was a pretty Colt pistol with a pearl handle, initialed 'A. D. S.' That was Aaron D. Stephens. George Chambers and some of our men caught Brown's son-in-law, Thompson, and marched him out to

the middle span of the bridge and shot him to death, just like you would a stray dog; then they threw him into the river. A 'nigger' lay dead in the street for hours right at the hotel corner on 'Shanendo' Street, and men came out of the saloons and cut little pieces out of his body with pocket knives.

"Brown lost eleven men in the fight, including his sons, Oliver and Watson, and his son-in-law, Thompson, that I just spoke about. All eleven of them were buried down there along the banks of the 'Shanendo.' Four of our citizens, Squire Beckham, Thomas Burley, George Turner and Hayward Sheppard, were killed. That Tuesday afternoon the soldiers took Brown up to Charles Town to put him in jail and that's the last I saw of him alive. When they brought him to the Ferry to take him North for burial I helped to put his body on the train."

With eleven of their companions killed and one escaped, it was a sorry-looking spectacle which those survivors of the most famous rebellion in history presented after their capture at Harper's Ferry, Tuesday morning, October 18th. With Brown and Aaron D. Stephens swathed in bandages and lying badly injured in a wagon, and Edwin Coppoc and John E. Cook (white men), Shields Green and John Copeland (negroes), following behind, the prisoners were removed to the jail at Charles Town, the county seat. Absalom Hayslepp was the man who escaped, being captured some months later in Carlisle, Pa.

As the trial approached all eyes turned toward the quaint little courthouse at Charles Town. Brown had committed an act of treason in looting the Government arsenal at Harper's Ferry, but whether or not he was to pay the penalty, in lieu of the fact that his ultimate object was to liberate the slaves, was problematical. Friends of the abolitionists rallied to their assistance, however, in procuring skilled attorneys to conduct their defense. A separate jury trial was prayed by each of the prisoners, this request being granted by the court, and Brown's trial opened October 26th with Judge Parker, of Virginia, presiding. The prosecution was conducted by District Attorneys Andrew Hunter and Charles B. Harding for the commonwealth of Virginia, while opposing them were two of the country's most prominent criminal

lawyers, Samuel Chilton and George B. Hoyt, of Boston. Daniel Voorhees, later United States senator from Indiana, was Cook's attorney, having been sent to defend him by Governor Willard, of Indiana, a brother-in-law of Cook. In his plea to the jury in Cook's behalf Senator Voorhees delivered one of the most eloquent addresses in the country's annals of criminal trials.

Brown was brought before Judge Parker on Wednesday, October 26, 1859, to answer to the indictment of treason and murder in the first degree. The next day the following jury was drawn: John C. Wiltshire, foreman; George W. Boyer, George W. Tabb, Thomas Osborne, Thomas Watson, Jr., William A. Martin, Isaac Dust, Joseph Myers, Jacob J. Miller, Richard Timberlake, John C. McClure and William Rightodale. With conviction a foregone conclusion, Brown's attorneys resorted to every means to save him, this being one of the earliest cases in which the insanity plea was offered. Brown vigorously protested against this question of his attorneys in cross-examining a witness, and addressing the court said the allusion was a reflection on his ancestors and that there had never been a trace of insanity among them. The trial closed on Monday, October 31st, when the jury, after listening to the arguments of the defendant's attorneys, brought in the verdict, as stated in the old court records, that "We, the jury, find the defendant, John Brown, the prisoner at the bar, guilty of treason, advising and conspiring with slaves and others to rebel, and of murder in the first degree." Brown was remanded to jail and brought back to court on November 2d to hear his death sentence. When the court commanded the prisoner to stand at the bar and show cause why the stern sentence should not then be imposed upon him, a death-like silence came over the throng which crowded the mountain courthouse and the spectators could almost hear the breathing of the gray-bearded abolitionist leader, as he hobbled across the room from the cot on which he had attended the trial. Slowly making his way to the bar of justice, with well-modulated tones he broke the grim stillness and addressed the court as follows:

"I have, may it please the court, a few words to say. In the first place I deny everything but what I have all along admitted—the design on my part to free the slaves. I intended certainly to have made

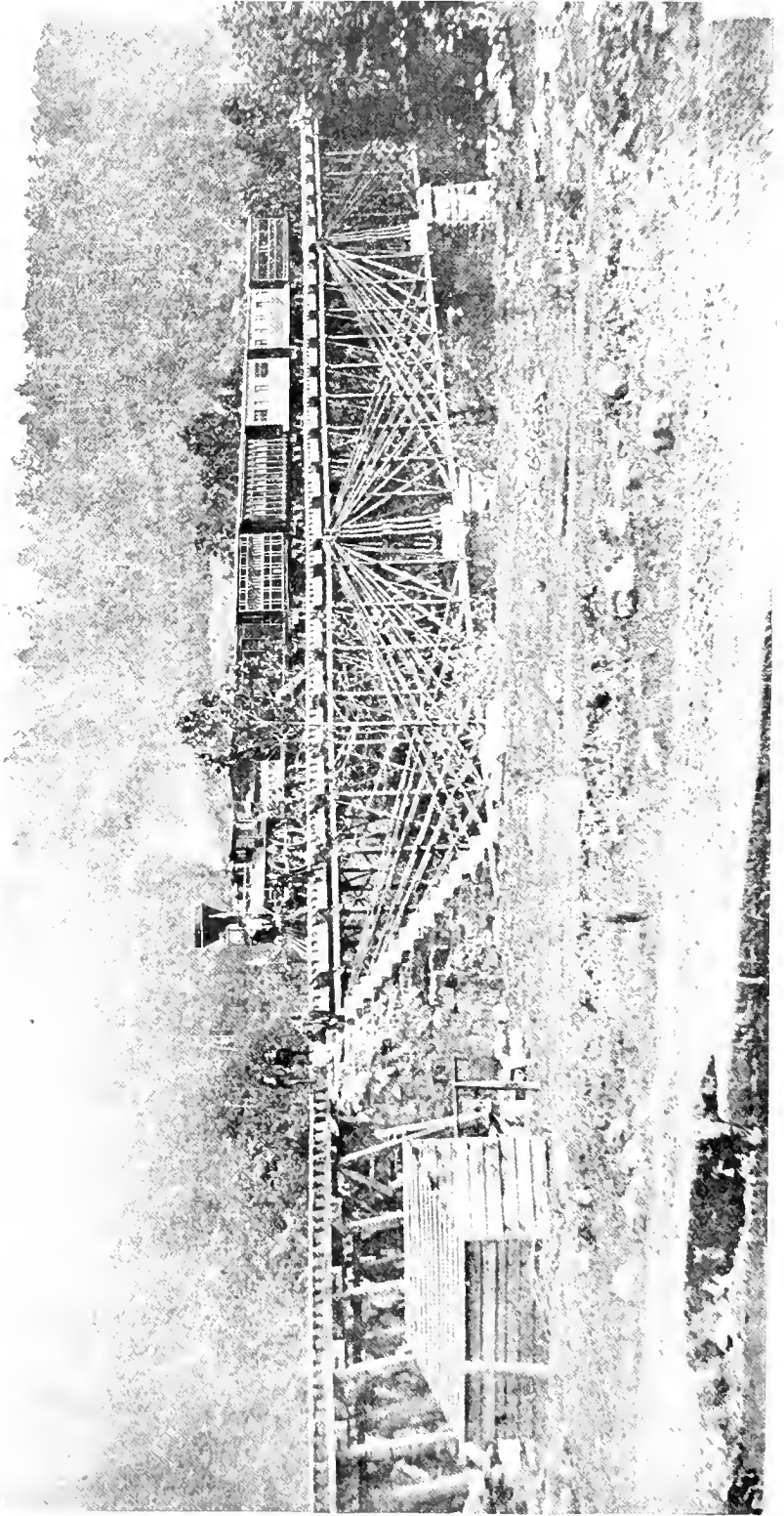
a clean thing of that matter, as I did last winter, when I went into Missouri and there took slaves without a snapping of a gun on either side, moved them through the country, and finally left them in Canada. I designed to have done the same thing again on a larger scale. That was all I intended. I never did intend murder, or rebellion, or to make insurrection.

"I have another objection, and that is, it is unjust that I should suffer such a penalty. Had I interfered in the manner which I admit, and which I admit has been fairly proved (for I admire the truthfulness and candor of the greater portion of the witnesses who have testified in this case)—had I so interfered in behalf of the rich, the powerful, the intelligent, the so-called great, or in behalf of any of their friends—either father, mother, brother, sister, wife or children, or any of that class—and suffered and sacrificed what I have in this interference, it would have been all right, and every man in this court would have deemed it an act of reward rather than punishment.

"This court acknowledges, as I suppose, the validity of the law of God. I see a book kissed here which I suppose to be the Bible, or at least the New Testament. That teaches me that all things whatsoever I would that men should do to me, I should do even so to them. It teaches me, further, to 'remember them that are in bonds, as bound with them.' I endeavored to act up to that instruction. I say I am yet too young to understand that God is any respecter of persons. I believe that to have interfered as I have done—as I have always freely admitted I have done—in behalf of His despised poor was not wrong, but right. Now, if it is deemed necessary that I should forfeit my life for the furtherance of the ends of justice, and mingle my blood with the blood of my children and with the blood of millions in this slave country whose rights are disregarded by wicked, cruel and unjust enactments, I submit; so let it be done.

"Let me say one word further.

"I feel entirely satisfied with the treatment I have received at my trial. Considering all the circumstances, it has been more generous than I expected. But I feel no consciousness of guilt. I have stated from the first what was my intention and what was not. I never had any design against the life of any person, nor any disposition



A BALTIMORE & OHIO RAILROAD TRAIN OF 1859 AND ONE OF THE BOLLMAN TRUSS BRIDGES OF THE PERIOD



NATURAL STONE STAIRWAY LEADING TO CATHOLIC CHURCH

to commit treason, or incite slaves to rebel, or to make general insurrection. I never encouraged any man to do so, but always discouraged any idea of that kind.

"Let me also say a word in regard to the statements made by some of those connected with me. I hear it has been stated by some of them that I have induced them to join me. But the contrary is true. I do not say this to injure them, but as regretting their weakness. There is not one of them but joined me of his own accord, and the greater part of them at their own expense. A number of them I never saw, and never had a word of conversation with till the day

they came to me; and that was for the purpose I have stated. Now I have done."

After this statement Brown was sentenced to be hanged by the sheriff of Jefferson County, Va., on December 2d, between the hours of 9.00 a. m. and 4.00 p. m.

While awaiting the execution, most of his time was spent in settling up personal affairs. He also spent a great deal of his time reading the Bible and in prayer, and during his incarceration formed an attachment for Sheriff Campbell and Jailer John Avis. In return for their kindness while in prison he willed to each of them one of the Sharp rifles used in his raid on Harper's Ferry.

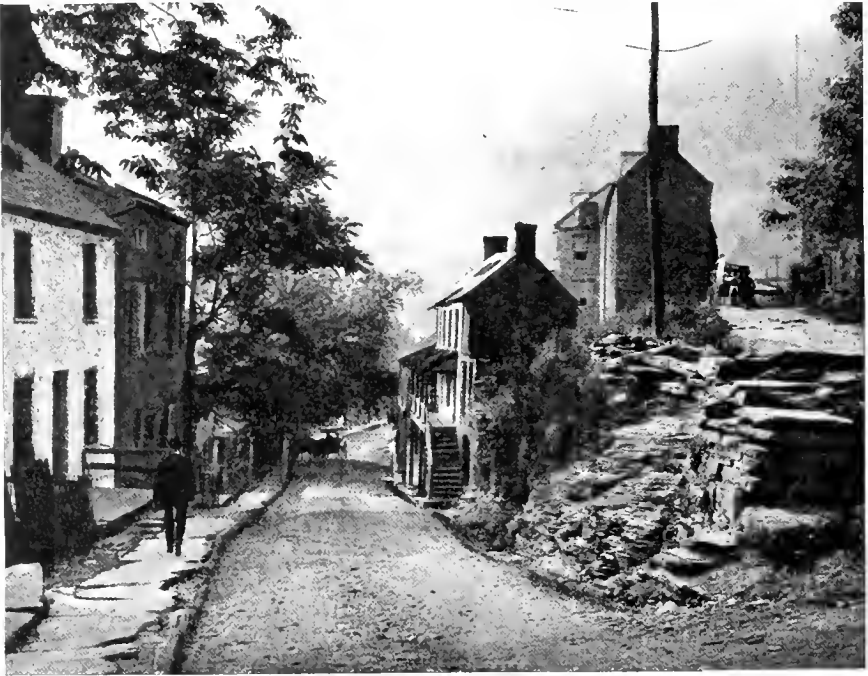
Three or four days before the execution, while Brown was talking to Moses Green, his death guard, he paid the following glowing tribute to the people of Virginia:

"Mr. Green," said Brown, "I have always understood that you Virginians consider yourselves a trifle better than anyone else."

"Oh, I don't know that we do, Captain," replied Green.

"Yes, you do, Mr. Green, and I have come to the conclusion that you have a right to. I have seen a great deal of this country, but have never met better-bred people than these in Virginia. During my confinement

of Brown, and my, how time goes. I remember the day that it took place just as well as if it had been yesterday. Charles Town was crowded with thousands of people, who began coming soon after day-break. Whole families of them came in wagons, others on horseback and afoot. That year we had a spell of Indian summer in the late fall and the second of December was just like a May morning, in Virginia, honey-bees were flying about and birds singing everywhere. At the time of the hanging I was in the undertaking business with George W. Sadler and we had charge



A QUANT OLD STREET IN HARPER'S FERRY

in this prison thousands of people have come here to see me, and in all the number only one has abused me or treated me with discourtesy. That man had the bearing of a gentleman, but was under the influence of liquor."

Louis P. Starry, the only surviving member of the execution party that rode with Brown to the scaffold, still lives in Charles Town, and hale and hearty at the ripe old age of eighty-two years, his memory as retentive as a schoolboy's, he vividly recalls the details of the execution. Speaking of it recently he said:

"Yes, it is fifty years since the hanging

of Captain Brown's funeral. Sheriff Campbell notified us that the execution would occur at noon, so along about 11.00 o'clock we were on hand at the jail, with the casket in the wagon.

"We had three hangings of them and Brown was the only one that day. John E. Cook, Edwin Coppoc, Shields Green and John Copeland were hanged on December 16th, and Aaron D. Stephens and Absalom Hayslepp were hanged on March 16, 1860. The night before Cook was hanged he tried to escape. He had gotten out of his cell on top of the jailyard wall when caught.

"Well, we didn't have to wait long at the jail before Sheriff Campbell brought Brown out. He climbed up in the wagon and took a seat on the casket; then, surrounded by soldiers marching in a square around us, we started for the gallows.

"A braver man than Brown never was hanged, and, Virginian though I am, I pitied the poor fellow. On the way out to execution he said something that made every man of us in that wagon—Sheriff Campbell, Mr. Sadler and myself—feel sad. 'Mr. Starry,' says he, 'this is a pretty country, a beautiful state, you Virginians have down here. I am sorry I will not get to see more of it under more favorable circumstances.'

"The scaffold had been erected in what is now the front yard of the property owned by Col. John W. Gibson's folks, over on Mildred Street. After we got to it the soldiers formed a guard around us quickly and no time was lost in the hanging. After reaching the trap Sheriff Campbell placed the rope on Brown's neck, put on the blackcap and went down. In those days there was no button to push which sprung the trap. It was held in place by means of a rope and pulley. When all was ready I asked Brown: 'Is there anything else you would like to say, Captain?' and he replied, 'No, just be quick,' after which I signaled Sheriff Campbell and he took a hatchet and cut the rope supporting the trap and Brown dropped through into eternity. I reckon there have been a dozen hatchets said to have been used by Sheriff Campbell that day, and each has brought a good price as a souvenir. Standing alongside the gallows was an old locust tree. During the war the Southern soldiers came through here and chopped it into bits and carried it away as souvenirs. This is likely the origin of the song, 'We Will Hang John Brown on the Sour Apple Tree.'

"That night we took the body down to Harper's Ferry on a special train under guard of the soldiers to prevent any trouble. It was met at the Ferry by the widow and several Northern friends and taken to North Elba, N. Y., for burial. When we got to the Ferry an incident happened that I will always remember. A man who seemed to be in charge for the widow came to me and, introducing himself as Mr. Tindale, said, 'Mr. Starry, you will have to show me that Mr. Brown's body is in that casket; how do I know that it isn't some other body?' The body had been fastened up for several hours and when I lifted the casket lid to let him see, Tindale said, 'This is strange; the body seems to have become offensive already and has only been dead a few hours.' One of the soldiers standing by answered him, 'Yes, he's a damn bad article and won't keep.'

Around the scaffold there was drawn a cordon of soldiers that pressed against the crowd and held the people from the hollow square surrounding the gallows. Standing in that little command of citizen-soldiery was another figure which was destined to play even a more dramatic part in the national tragedy which the coming years was to visit upon the republic. John Wilkes Booth, the brilliant and handsome scion of a distinguished family, having temporarily left the stage on account of ill health, was a private in the company sent to Charles Town by the governor of Virginia to maintain order during the John Brown execution. Who knows but at that very moment was conceived in his mind the germ of hatred which, maturing through the terrible years of the Civil War, culminated in the cowardly assassination of our big-hearted and benevolent first-martyr President—Abraham Lincoln?





WINTER IN WEST VIRGINIA

Winter in West Virginia

By ESTHER JACKSON WIRGMAN

Winter's blanket of white is drawn softly over,
That the weary earth may sleep—
Though a rabbit peeps slyly from under the cover,
And the squirrels vigil keep.

The cock pheasant, drumming, goes humming and thrumming,
Near a covey of brown quail,
And daintily roaming along in the gloaming
The fallow deer follows the trail.

With this lovely wilderness silently calling,
The smoke of a railroad replies;
And with the sharp ring of a horse's hoofs falling,
Shows both man and beast in its ties.

When night's purple mantle is spread swiftly round us,
Its luminous lining of stars,
Our hearthstone with warmth and with joy now surrounds us,
While gentle peace puts up the bars.

“Popularity”

By T. N. MIRANDA

“Hello, Pop” is a cry I hear,
When I go home to warmth and cheer.
In from the day’s turmoil and care,
To rest and read in my easy chair.
“Hello, Pop. How many’s you got?”
And I reply, “How many what?”
“Why Papa, dear, ain’t you on the job?
How many pictures of big Ty Cobb?”

It’s the thing first thought by a curly head,
As he wakes us from his trundle bed.
“How many baseball pictures, I say,
Is you goin’ to bring me, Pops, today?
Don’t fergit to ask Jack Lark,
When you meet him in the Central Park,
And Mr. Jones and Mr. Roy,
For baseball pictures for your boy.”

So, away I go through grime and dust
Of the subway route, to my work, til dusk,
And a thousand times, as the hours fleet by,
I can hear my chum’s glad morning cry:
“Don’t fergit to ask.” It’s his living thought,
Thus through the day his mind is wrought,
Dreaming of me, and the friends I’ll rob,
To gather him pictures of Mr. Cobb.

It’s a wonderful thing to a man with a boy—
A real live kid, with baseball joy,
Growing hard and thick in his red, red blood,
Making him ready for the dust and mud—
To hear that cry, “Hello, there Pop,
How many pictures is you got?
Why Papa, dear, ain’t you on the job,
Ain’t you brung me none of Mr. Cobb?”

Ah! the years are long and the years are few,
But these youthful friends are ever true.
And a man like Cobb would indeed feel king,
Could he hear the music—hear the ring—
Of the morning cry from slumber’s bed,
By the smiling mouth of a curly head:
“How many pictures of Cobb, I say,
Is you goin’ to bring me home today?”

North of Parallel Forty-nine

A Trip to Alaska, via the Inside Passage—No. II

By H. F. BALDWIN, in "Southwestern's Book"



ALERT BAY is an Indian village, simple, but not pure, for it is the dirtiest place I ever set foot in. As a rule, the regular steamers do not stop at this point, but on this trip we had on board the official photographer of the Canadian Pacific Railway, in search of the picturesque and on the return trip the "Princess May" tied up to the wharf for an hour or more to allow him to take pictures of the village and its inhabitants. He kindly offered to include us in some of the totem pole pictures, but we declined the honor. Ignorant or heartless people might inquire, "Which are the totem poles?" so we declined to be immortalized in next summer's Canadian Pacific Railway advertising literature as a "The Lady or the Tiger" puzzle picture.

There are some twenty or so houses in the village, big barn-like structures of unplanned cedar boards, with no windows or chimneys, the only openings being a doorway and an inadequate hole in the roof to let the smoke out. Holding our noses, we entered one of these dwellings, which, from its size, and the number of totem poles in front of it, we took to be the chief's house. Although the weather was so warm the coats we wore on shipboard were a burden, a fire smouldered in the middle of the floor, under the smokehole. After a few minutes' choking and blinking in the smoke and smell and dim light, we made out shadowy heaps of dirty skins and blankets, some of which resolved themselves into the semblance of human beings, while others we assumed were their sleeping nests. A few boxes scattered around completed the furniture of the shack.

Some of the women tourists prowled around the interior, bargaining for some inferior baskets and grass mats, but the place and the inhabitants were so repulsively dirty, and so suggestive of the "wingless bug" of poetry, it would have taken much more attractive objects than were in sight to have induced us to touch anything which came out of the village with a pair of tongs.

The beach was fringed with canoes, some old and rotting, some partly finished, and in and around the boats and on the primitive wharf were more natives sunning themselves, wrapped in their tattered and dirty blankets. As a rule, the grown Indians paid little or no attention to us, although occasionally a squaw indifferently tried to sell a basket or two, and one hideous old crone, who looked like she might have fallen out of a totem pole, when a lady attempted to level a camera at her indignantly snorted, "Four hits," and threw her blanket over her head. She had evidently met tourists and kodaks before, and did not propose to sell her charms cheaply.

If the grown people were stolid, the children were not, and a self-appointed reception committee frisked around us, in turn surrounded by a fringe of yapping little dogs, while from the housetops and other points of vantage out of reach, numerous cats of all sizes and colors sunned themselves and looked down on us with half-closed yellow eyes.

There is a fish cannery at Alert Bay, which added its quota to the multitude of vile smells, and there were so many cats around, it gave rise to a suspicion that the Indians fattened the cats on the refuse of the cannery in summer, and in the winter, when cats were easier to catch than fish, they ate the cats. We may have wronged the citizens of Alert Bay by this suspicion, for dogs only may be utilized for culinary purposes, but the number of well-fed cats was suggestive.

There is a fish in these waters known as the oolichan, or candle-fish, which is so oily that a wick can be run through one, and it will burn like a candle. These fish are caught, thrown into a receptacle and allowed to decay, and the oil which rises on top of this disgusting mess is used by the Indians in lieu of butter, also to anoint their bodies, they claiming that it preserves their health and wards off danger. It would certainly do the latter if the danger possessed the sense of smell.

Seen from the water, Alert Bay is a pretty and picturesque village, nestled at the foot

of a heavily wooded mountain, with the numerous grotesque totem poles in the foreground, but "He who is forewarned is thrice armed," and the traveler who goes ashore will do well to arm himself with a disinfectant, a bottle of smelling salts and an insect gun.

Queen Charlotte Sound, the only body of water on the entire trip where the vessel encounters the full swell of the great North Pacific, was passed in the night and we were awakened early in the morning by the boat stopping at what at first glance seemed to be a landing in the primeval forest. Then to our wondering eyes there seemed to arise out of the morning mists a huge structure seven stories high, and clustering near it, a small hamlet of little white houses. Not a soul was in sight, and the throb of the ship's engine and the voices of the sailors on board seemed strangely muffled by the white fog, and in a few minutes when the boat pulled out, and the mists closed in again, shutting the structures from view, it seemed like the rise and fall of a gray curtain on a scene in a pantomime.

Afterwards, we learned that this was Swanson Bay; that the large structure is a portion of the wood pulp plant being installed here at a cost of a million of dollars, which is expected to employ at least a thousand people in the course of a few months, so in another year, instead of a scene from a fairy pantomime, Swanson Bay will be the scene of prosaic commercial activity.

Our next stop was at Port Essington, at the mouth of the Skeena River, the "cold and cruel river," the Indian name for it signified, for the reason if a man fell into it, it meant almost certain death, as the icy water paralyzed any attempt to swim ashore. From Prince Rupert and Port Essington, stern-wheeled steamboats run up the Skeena to its headwaters, and all freight and passengers for the interior of northern British Columbia are here trans-shipped. The Skeena is also one of the noted salmon rivers of the world, and we ran through a large fleet of little fishing boats, doubtless disarranging their plans, or their seines, or something, for the fishermen shook their heads and fists at the steamer, and shouted terrible imprecations, doubtless, but as they were all Indians or Japs, their oaths were unintelligible, and the "Princess May" kept on her way as calmly as though they had been drifting leaves in the current.

Infrequent references to a mythical town by the name of Prince Rupert had appeared in home newspapers, but a search of the maps of last year showed no such place. The farther west and north we went, however, the oftener we heard the name, and when the ship drew in to the Prince Rupert wharf, we had no doubt of the existence of the town, for about forty real estate agents were ranged up on the dock, all as ready to pounce upon an incoming stranger as New York hackmen at the Grand Central Station.

Prince Rupert is the proposed Pacific terminal of the Grand Trunk Pacific, the western extension of the Grand Trunk Railway. It is located on Kaien Island, cut off from the mainland by a series of lakes and passages between them. It is about 500 miles north of Vancouver, consequently some 400 or 500 miles nearer Yokohama and other oriental ports, which means a considerable saving in time in the trans-Pacific voyage, as a steamer line is projected from the new port as soon as the railroad is completed to its western terminal, which is promised within the next five years.

Heretofore, the Canadian Pacific has enjoyed a monopoly of the transcontinental business north of parallel forty-nine, and with what grace it will submit to the introduction of a rival remains to be seen. It is rumored that the Canadian Pacific Railway has already secured (or can do so) control of the Grand Trunk Pacific and that after farm lands and town sites have been disposed of along the line, construction will languish, and the road, when completed, will be operated and controlled by the Canadian Pacific Railway as an affiliated line, and not as a rival or competitor. All of which, if true, goes to show that our Canadian cousins are not slow in applying "Yankee notions" in railroad manipulation.

Whether or not Prince Rupert is the coming metropolis of the Pacific Coast or a vast speculation, the land agents were active enough in booming the town. We reached the city on the northbound trip, Monday, July 5th, soon after the first public sale of lots, while the enthusiasm was at its height.

The sight of Prince Rupert, in common with that of most north Pacific coast towns, is "half on piling driven into the water and half on holes blasted in the rocks," and in this case, it might be added that the town was founded on hope. At the time we were there, there was one good-sized frame building put up by the construction company,

two short straggling streets lined on either side with flimsy board shacks, and the balance tents. Yet at the sale of lots above mentioned, the banner price of \$16,500 was paid for one fifty-foot lot, on which there was a shack not much larger than would accommodate a shetland pony, and most assuredly would not keep him comfortable in cold weather unless he had a good comfortable "pony-skin" coat of his own, and people who had secured lots at \$4,000 and \$5,000 each considered themselves very lucky.

Since our return, I have been told that between the time of the first sale of lots and October 1st, 138 houses have been erected in the town. When we were there it was a typical "boom" town in its first stages, and the assembled real estate agents who lay in wait for passengers as they came off the ship, took it for granted they could have had no other object in coming so far north than to invest in town lots, yet to build out over the water, or blasted into the side of a mountain. A sort of triumphal arch had been erected across the main street, with "Welcome All" on it, and the whole town glowed with enthusiasm, as if it had been lit up with red fire.

If our arrival was greeted enthusiastically, our departure was likewise rather sensational. If the rivalry between the Grand Trunk Pacific and the Canadian Pacific ever reached the war stage, the Grand Trunk Pacific can claim credit for firing the first shot upon the enemy's ships, for just as we were preparing to pull out, and everybody was standing on the uncovered upper deck watching the gang plank being drawn in and the ropes cast off, suddenly a blast planted by the construction gang went off, seemingly from the center of the town, sending a shower of dirt and good-sized rocks over the ship.

Fortunately, nobody was hurt, but the "Princess May" pulled out of range just in time to avoid a second bombardment, which likewise produced a counterblast from the captain, whose genial semi-profanity was one of the joys of the trip, for it was always so unexpected and delivered in the pleasantest conversational tone of voice possible.

Early one morning, we were standing near the captain when the boat was tying up at the Juneau wharf, and he was talking to us and directing operations at the same time. "You see," he was saying, "while the stamp mills and works of the Treadwell mine are over yonder on Douglas Island,

the mine proper is mostly under the Gastineau Channel, and the ship is now probably over a part of it, and if you don't look out with your head line, you're going to pull their d— old rotten wharf down." It is needless to say the latter part of the sentence was addressed to the sailors, but as there was not a break in his discourse, or a change of inflection in his voice, we involuntarily made a grab at our headgear, to save the Juneau wharf. How the sailors could hear him, or know when he was talking to them, remained a mystery, but they evidently did, for things swung themselves into shipshape easily and promptly at his low-spoken commands.

The one really pathetic incident of the trip happened at Juneau, although we did not know of it until afterward. Among the passengers was a woman with a little child, four or five years old, neither of whom could speak a word of English. A paper from the immigrant officials addressed to the transportation lines stated she was a native of Slavonia, that her husband was employed in the Treadwell mines, and had paid for her board and transportation through to Juneau. Throughout the trip she sat in the after cabin on a chair, a few feet from her stateroom door, her square, thick-set figure clad in a short, full skirt, and a gay handkerchief folded over her bosom. With her swarthy face, bright 'kerchiefs, and long, glossy, black hair smoothly braided and coiled about her head, she seemed strangely tropical and out of place in these northern regions. Some kind-hearted ladies tried to talk with her, but she shook her head successively at English, German, French and Italian, answering only with a vague smile, so they were forced to leave her to her lonely voyage, surrounded by a gay and chattering crowd. The little child fared better, for occasionally it left its mother and trotted off with the troop of children who swarmed all over the ship (and deserved a sound spanking on an average of every thirty minutes, each) and seemed to have no difficulty whatever in understanding them sufficiently to follow into any kind of mischief proposed.

We were anxious to see the meeting between the united husband and wife on the Juneau wharf, but we reached there early in the morning, in a drizzling rain. (It is said to rain 364 days every common year in Juneau, and 365 days every leap year.) There were several men with faces of a

pronounced Slavonic type on the wharf, but instead of rushing forward toward the frightened woman and child, who stood by the side of their foreign-looking, pitifully small box, on the dock, they drew back behind boxes and sheds, and peered out at her, softly chattering among themselves. We were sympathetic, but helpless, when the lady from Dawson appeared on the scene, and took matters into her capable hands, and started up the wharf with her charges in tow, in search of the United States authorities. Then, as we had but thirty minutes left in which to see Juneau, the capital city of Alaska, we hurried up town, and forgot the forlorn foreigner.

That afternoon, sitting on the after deck, I overheard a conversation between one of the stewards and a man who had come aboard at Juneau. The latter was evidently a "sourdough," and was bewailing the evil days which had fallen upon Juneau, which town he pronounced, "too d— slow for a real man to live in." "There hadn't been a thing happened in three months," he declared, "until the other day, and then it was only two of them dagoes from over to Douglas, who got in a fight and carved each other up something awful. One was dead, and the other in the hospital ready to die." The steward asked, indifferently, what they fought about, and the Juneau man answered, equally indifferently, that he didn't know,

"Something 'bout a woman. Nobody knows much of their lingo, but it seems one of 'em claimed she was his wife, but other man said she wasn't, for he had left her three years ago, and now he had sent her money to come over, and when she got here she would be *his* wife. Didn't make much difference now, both of 'em be dead by the time she got here."

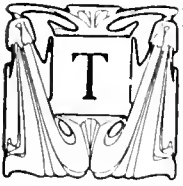
Suddenly the steward broke in, "By jingo," he said, "we had a dago woman on this trip up, I wonder—." The men looked at each other, then glanced at me, and moved along the rail out of hearing.

I wondered, too. The inference was too plain to be lightly passed by. The Slav woman and I were truly "like ships that pass in the night." Poor little rudderless foreign bark, stranded on this cold and alien shore! I will never know her fate, but among memory pictures of Alaska, one stands out, plainly developed, and needs no reminder from camera plate or film—a dreary wharf, in the cold gray dawn, a woman with the vivid coloring and bright-hued garments of the South, standing in the drizzling rain, holding a little child by the hand, and looking with frightened eyes into the most uncertain future that ever confronted a poor peasant, thousands of miles away from her humble mountain-sheltered home.

(To be continued.)



Fourth Annual Tournament and Convention of the National Bowling Association, Baltimore, April, 1910



THE National Bowling Association, with membership recruited from all parts of the United States, will hold its fourth annual tenpin tournament in the city of Baltimore, beginning April 9 and closing April 30, 1910. During this period the leading bowlers of the United States and Canada will be in competition for the bowling honors of the year and the magnificent cash prizes that go with them.

From indications at hand this promises to be one of the greatest gatherings of bowlers ever held in the history of organized tenpins. From the far frozen North and the distant sunny South, from the wild and bounding West and the sedate and effete East have come assurances of attendance that are likely to make this affair a record in its class.

The tournament will be under the auspices of the Baltimore Bowling Tournament Company, with offices at room 2, The Garage, northwest corner Charles Street and Mount Royal Avenue. That company maintains a bureau of information that is prepared to intelligently answer all questions calculated to assist the prospective visitor in every possible manner.

A reception committee, consisting of the entire membership of the Baltimore Bowling Association, will be in constant attendance during the tournament and convention to dispense in abundant quantities real Maryland hospitality. This committee has already outlined a series of entertainments, such as sight-seeing automobile trips, suburban trolley rides on special cars, typical Maryland oyster roasts along the shores of the Patapsco, and other diversions that are sure to please the visitor and help make his stay in Baltimore a pleasant memory.

The Garage Building, which will be the scene of the tournament and convention, is most admirably located and adapted to the purposes. It is within three minutes' walk and in plain view of visitors alighting at the Mount Royal Station of the Baltimore & Ohio Railroad Company. The down-town or Camden Station of the Baltimore & Ohio

Railroad Company has direct trolley connection with the Garage Building without change of cars, and it takes about fifteen minutes to make the trip. This building permanently accommodates thirty-six bowling alleys, making it the largest establishment of its kind in the world. In addition to these, twelve new alleys will be constructed solely for the purposes of the tournament, and on these twelve alleys will be conducted the many contests that will be necessary to decide the various championships. Visitors will thus have the opportunity and privilege of visiting an establishment with forty-eight bowling alleys under one roof, twenty-four of which are side by side, and these, occupied all at one time by ladies and gentlemen, make a sight to gladden the heart of the bowling enthusiast. No liquors are sold in this building and the alleys are patronized by hundreds of ladies.

Baltimore's magnificent and finely equipped hotels will insure proper attention to all visitors and there is not likely to be any overcrowding, and there will surely be no overcharging during the period of the tournament and convention. Arrangements have been completed for reduced fares on all railroad and steamboat lines entering Baltimore during the tournament period. Any information desired may be obtained by writing to J. A. Hazelton, Room 2, The Garage, Baltimore, Md.



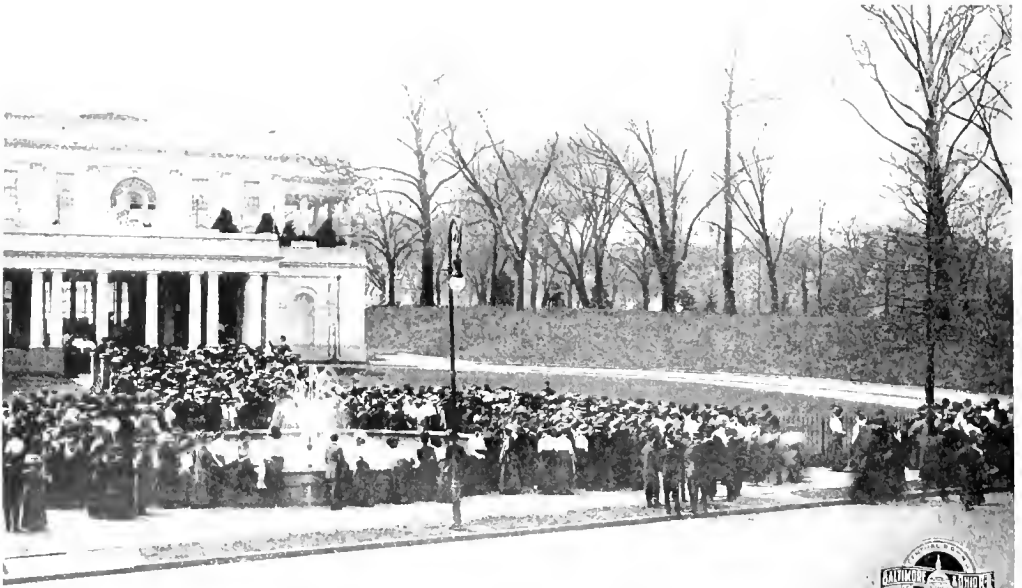
MT. ROYAL STATION, BALTIMORE,
NEAR THE GARAGE BUILDING, WHERE BOWLING
TOURNAMENT WILL BE HELD



"Going to the Coasting Hill"
WINTER SPORT OF CHILDREN AT CENTRAL PARK, NEW YORK CITY



"Fun to the Limit"
WINTER SPORT OF CHILDREN AT CENTRAL PARK, NEW YORK CITY



Q14. 801. E-WASHINGTON TOUR PARTY AT WHITE HOUSE APRIL 1901 15-17 PERSONS

Every True American Should Visit Washington



WASHINGTON is in many respects the most interesting city in America. It is the favorite place of pilgrimage for thousands of intelligent tourists, who are attracted from all parts of the world by the beauty of its streets and parks, the architectural proportions of its massive and many public buildings, the numerous statues and hundreds of other objects that interest the traveler.

The subject of having a territory under the exclusive jurisdiction of Congress was one of the first to receive the attention of the legislators of the new republic, and the establishment of a permanent seat of government, two years after the form of government was adopted by the nation, was one of the most important acts of Congress in the early stages of the country's existence.

The Continental Congress opened its first session in Philadelphia, September 5, 1774, but on account of the advance made by the British army, and other causes later

on, it was compelled to keep up a peripatetic existence, moving from Philadelphia to Baltimore, thence back to Philadelphia to Princeton, N. J., Annapolis, Md., Trenton, N. J., and New York, where it continued its place of meeting until the adoption of the constitution of the United States in 1788.

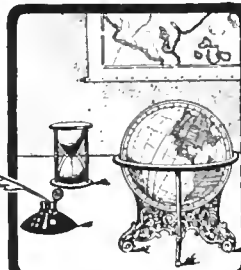
The struggle for the location of the national capital began in the Continental Congress, and was only abandoned there to give place to graver matters which required the attention of that body, and to avoid the local irritation raised by the subject, then thought to be a serious question to the life of the new republic.

In the first Federal Congress the matter was again made the subject of serious debate. New York, Pennsylvania, New Jersey, Maryland and Virginia were eager for the much-desired prize. It was not until the 8th of June, 1790, that this vexed question was finally and amicably settled, Congress recommending the selection of a site on the eastern bank of the Potomac River.



Stub Ends of Thought

By ARTHUR G. LEWIS.



SELF-RESPECT is the pivot upon which civilization turns.

THE normal condition of some men appears to be the exact opposite.

ECONOMICAL philosophy consists of a correct comparison of quality with cost.

THE darkest place on earth is just within the circle that surrounds ourself.

GOOD taste incorporates good judgment and sets an example of refinement at large.

FREQUENTLY the success of today may be found in the shadow of yesterday's failure.

VIRTUE can only be nursed to maturity within the arms of overcome temptation.

THE direct exercise of a literal position in neutrality may destroy its entire purpose.

MANY of us are hated by some for those self-same qualities that endear us to others.

THE enthusiasm and love of a purpose is what conveys it to accomplishment and success.

REMORSE is the only steadfast friend of grief, and reform the sole support of repentance.

TOO many of us want to live in the future before it is born, and in the past after it is dead.

YOUTH must form the foundation upon which, weak or strong, will stand the structure of age.

WELL-KNOWN conditions are safely sheltered from competition within the arms of established custom.

Intention

By ARTHUR G. LEWIS

Our best intentions are but castles, laid
Upon the weak foundations of desire,
Except when strengthened by our efforts made
And proven worthy through temptation's fire.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

EFFECTIVE NOVEMBER 21, 1909.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM
LV. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.45
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51
AR. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	5.50	8.19	11.50	3.50	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32
AR. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	5.33	7.00	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 21, 1909.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
LV. NEW YORK, 230 STREET	11.50		7.50	9.50	11.50	1.50	3.50	5.50	6.50	
LV. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00	
LV. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	
AR. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23	
AR. BALTIMORE, CAMDEN STATION	6.50	10.55	12.30	2.47	4.20	6.13	8.13	10.55	11.27	
AR. WASHINGTON, NEW UNION STA.	7.50	11.45	1.20	3.50	5.20	7.00	9.00	12.00	12.22	
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOVEMBER 21, 1909.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
LV. NEW YORK, 230 STREET	9.50 AM	11.50 AM	3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM		NOTE.	
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM			
LV. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM			
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM			
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM			
LV. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.27 PM	9.10 AM	12.30 PM			
AR. DEER PARK HOTEL										
AR. PITTSBURG			6.45 AM		9.40 PM	6.25 PM	8.50 AM	LV 5.25 PM		
AR. CLEVELAND			12.00 NN							
AR. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		LV 5.15 PM		
AR. COLUMBUS (CENTRAL TIME)		8.45 AM						9.25 PM		
AR. OHIO		5.15 PM						7.30 AM		
AR. CINCINNATI	8.05 AM			5.35 PM		1.45 AM				
AR. INDIANAPOLIS	11.15 AM			11.45 PM		11.15 AM				
AR. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM				
AR. ST. LOUIS	5.50 PM			7.28 AM		1.40 PM				
AR. OHATTANOOGA				6.20 AM		6.10 PM				
AR. MEMPHIS	11.25 PM			8.45 AM						
AR. NEW ORLEANS	10 55 AM			8.15 PM						

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOVEMBER 21, 1909.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
LV. CHICAGO			5.40 PM	10.40 AM			8.30 PM			
LV. COLUMBUS				7.00 PM						
LV. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.50 AM			
LV. CLEVELAND			7.30 PM		3.00 PM					
LV. PITTSBURG			8.10 AM		10.00 PM					
LV. ST. LOUIS	9.00 AM	1.45 AM				6.00 PM	1.15 PM			
LV. LOUISVILLE	2.10 PM	8.10 AM				9.28 PM				
LV. INDIANAPOLIS	2.45 PM	7.30 AM				2.30 AM				
LV. CINCINNATI	6.35 PM	12.15 PM				4.55 AM				
LV. NEW ORLEANS		9.15 AM				8.00 AM				
LV. MEMPHIS	5.00 PM	8.35 PM				7.10 PM				
LV. CHATTANOOGA	5.05 AM	10.00 PM				6.35 AM				
LV. DEER PARK HOTEL										
AR. WASHINGTON, NEW UNION STA.	12.40 PM	5.30 AM	4.42 PM	12.30 PM	5.40 AM	2.37 AM	10.25 PM			
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	5.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM			
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM			
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.35 AM			
AR. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM			

NOTE—On Sundays only train No. 4 leaves St. Louis 1.00 a. m.
Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Cars Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 503. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Parlor Car New York to Washington and Richmond, Va.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

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G. W. SQUIGGINS, District Passenger Agent; G. W. PAINE, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent.
Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 389 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent;
E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON Co., Inc., Ticket Agent.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, O. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
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A. V. HAUSER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue,
F. J. EDDY, Ticket Agent; Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), O. H. WISEMAN, District Passenger Agent;
H. C. STEVENSON, Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent;
J. B. LOHMAN, City Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot
Ticket Agent.
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COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
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EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT Co., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water
Street, Liverpool, England.

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C. S. WIGHT, General Traffic Manager, Baltimore & Ohio R. R., Baltimore, Md.	

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Royal Blue Line

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TO

WASHINGTON

ALL EXPENSES INCLUDED

1910

Seven-Day Tours

\$25 from BOSTON

January 14 and 28, February 11 and 25,
March 11, 25 and 26 (supplementary),
April 8 and 22, May 6, 1910

\$18 from NEW YORK

January 15 and 29, February 12 and 26,
March 12 and 26, April 9 and 23 and May 7, 1910

Three-Day Tours

\$12.00 from NEW YORK

\$ 9.00 from PHILADELPHIA

\$ 8.70 from CHESTER

\$ 8.25 from WILMINGTON

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			February 28	Atlantic Coast Line

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		February 15	Southern Railway
		March 1	Atlantic Coast Line
		* Tickets also sold one day earlier.	

" Philadelphia	{
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" *Pittsburg	
" *Wheeling	
" *Parkersburg	

VIA **WASHINGTON**
AND
NEW UNION STATION

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BETWEEN

New York Baltimore
Philadelphia Washington
and Richmond, Va.

DAILY, VIA

**Baltimore & Ohio Railroad, Washington Southern Railway and
Richmond, Fredericksburg & Potomac Railroad**

"ROYAL BLUE FLYER"

SOUTHBOUND

Lv NEW YORK, 23d St. Terminal.. 1.50 pm
Lv NEW YORK, Liberty St..... 2.00 pm
Lv PHILADELPHIA,
24th and Chestnut St. Station .. 4.16 pm
Lv BALTIMORE, Mt. Royal Station 6.09 pm
Lv BALTIMORE, Camden Station.. 6.16 pm
Ar WASHINGTON, Union Station.. 7.00 pm
Lv WASHINGTON, Union Station.. 7.25 pm
Ar RICHMOND, Elba Station..... 10.30 pm

"ROYAL LIMITED"

NORTHBOUND

Lv RICHMOND, Byrd St. Station.... 12.01 n'n
Ar WASHINGTON, Union Station.. 2.45 pm
Lv WASHINGTON, Union Station.. 3.00 pm
Ar BALTIMORE, Camden Station.. 3.44 pm
Ar BALTIMORE, Mt. Royal Station 3.52 pm
Ar PHILADELPHIA,
24th and Chestnut Streets..... 5.50 pm
Ar NEW YORK, Liberty Street 8.00 pm
Ar NEW YORK, 23d Street 8.10 pm

**New York to Richmond Only 8½ Hours
Richmond to New York Only 8 Hours**

ONLY 5 HOURS

IN EACH DIRECTION BETWEEN

New York and Washington

ON THE

"ROYAL BLUE FLYER" AND "ROYAL LIMITED"

New York City

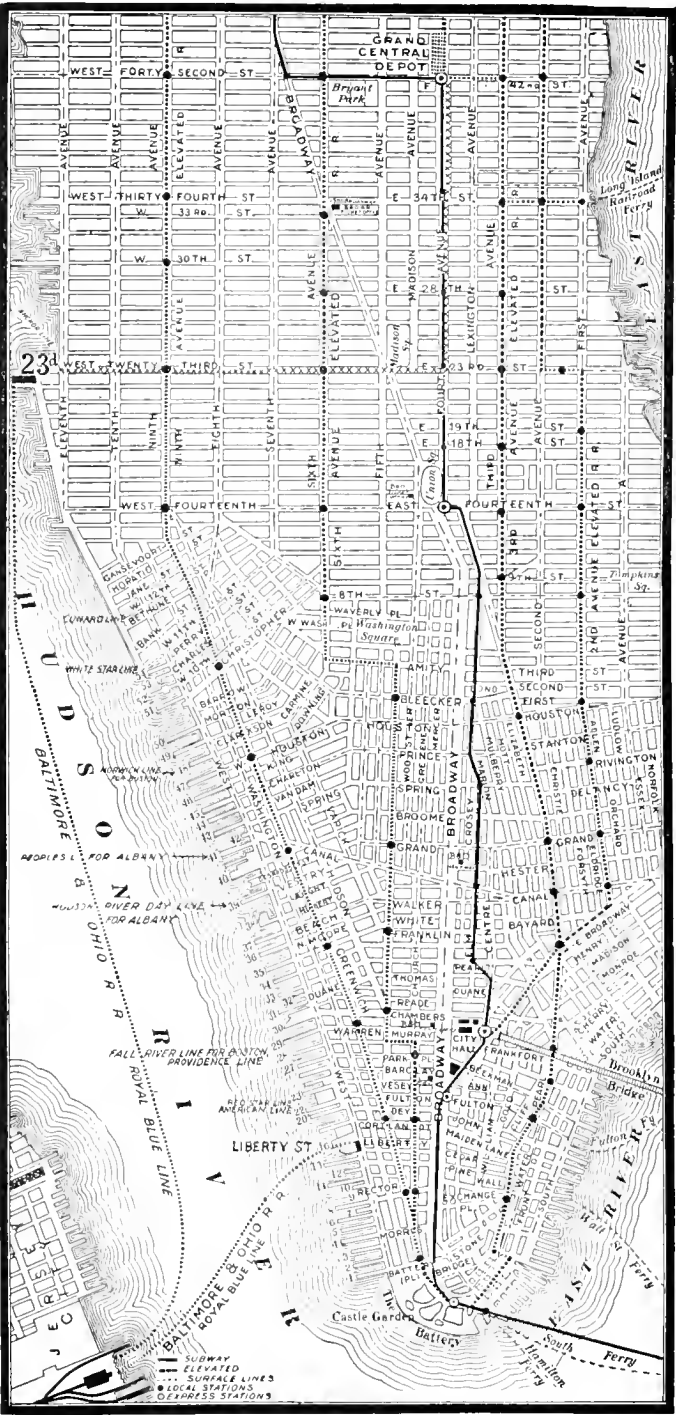
Below 46th Street

B. & O.
23d Street
Heart of the City

Steamship Piers

B. & O.
Liberty Street
Financial District

Communipaw
Jersey City



X
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23d St.
and
Grand
Central
Station

Black Line
Subway

Dotted Line
Elevated

Surface
Lines

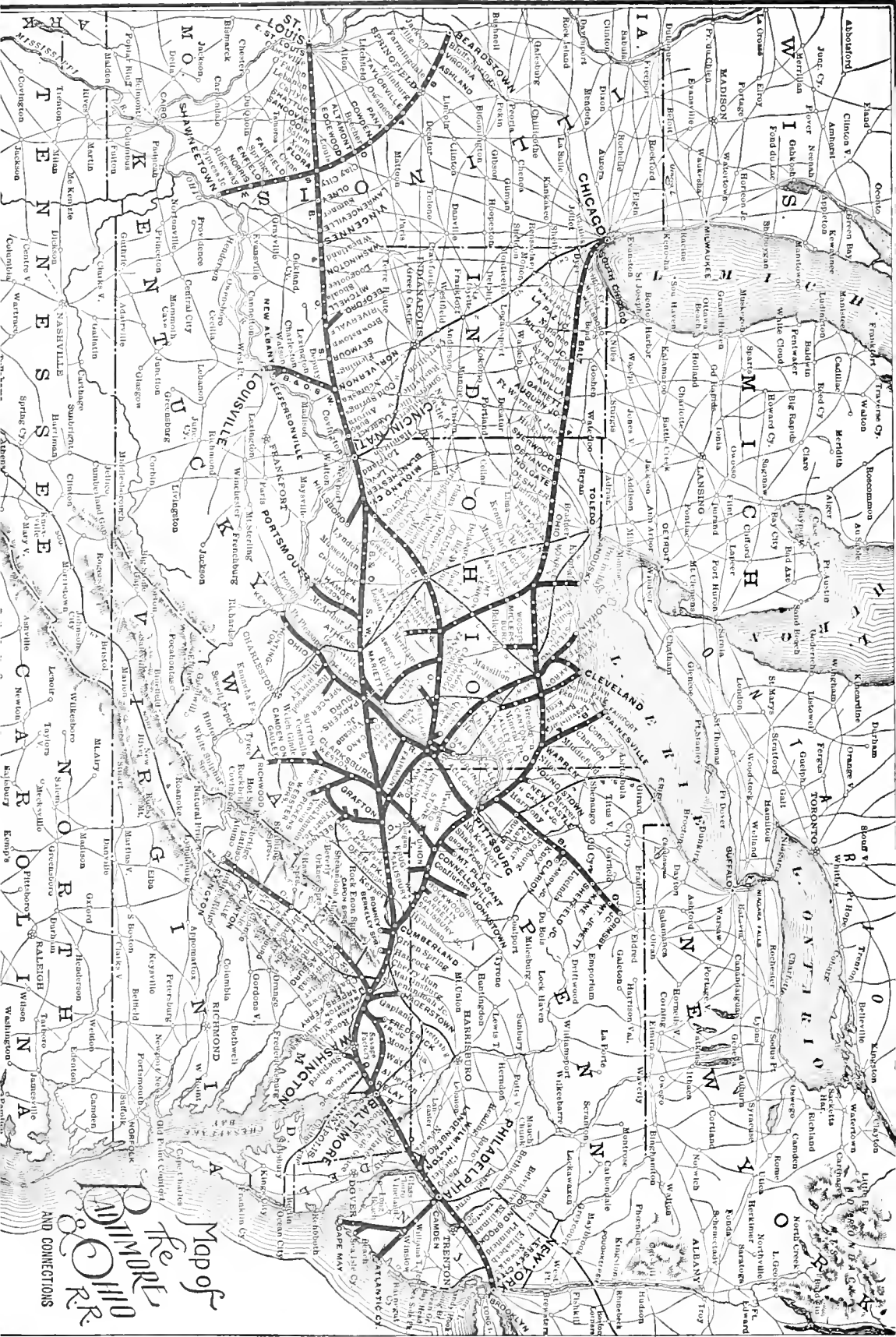
Local
Stations

Subway
Express
Stations

Bridge

Ferries
to
Brooklyn

LOWER HARBOR



Map of
the
United States
and Connections

Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1909



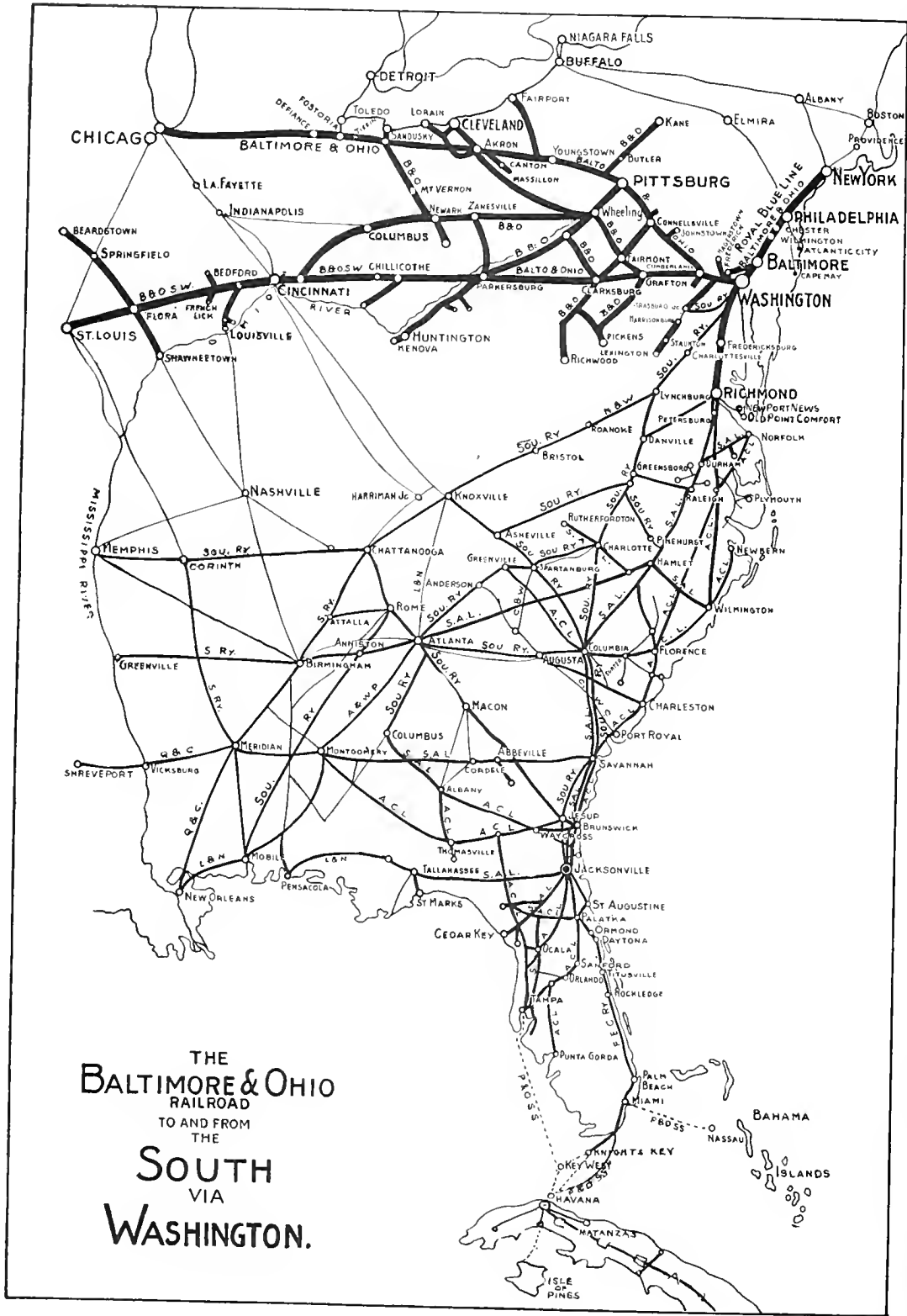
JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	29	7	8	9	10	11	12	13	1	2	3	4	5	6	13	4	5	6	7	8	9	10
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BOOK OF THE ROYAL BLUE

JANUARY, 1910

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No. 4

Reasons Why

Historical Sketch of the Baltimore & Ohio Railroad



AS the public schools and other institutions of learning throughout the United States have taken up the railroad as an elementary study, there is probably no individual publication which gives as much information in regard to any one railroad as the little pamphlet

America and therefore has a most interesting tale to relate of an educational character. The story, perhaps, may be old to some, but it is new to the generations who have taken up the books their fathers have laid down. The leading historical and geographical facts have been carefully compiled and are presented in as condensed form as possible, in the following pages."



entitled "Reasons Why," issued by the passenger department of the Baltimore & Ohio.

This pamphlet was especially prepared for use in schools in text-book form, with marginal references, and is profuse in illustrations.

In its introductory paragraph it states: "It has been truthfully said the railway is foremost in education, and America leads the world in railway advancement. The Baltimore & Ohio was the first railroad in

The book is divided into three parts, historical, geographical and mechanical, and the subject-matter is illustrated in accord with the text, as follows:

The Baltimore & Ohio Railroad Company presents for your attention the following substantial reasons why travel by its lines, whether for pleasure or necessity, is desirable from an educational point of view, as well as the comfort derived from its splendid facilities.

It is the most interesting railroad in the

world. Its history reads like a tale of fiction, illustrated with stirring scenes. Much has been written concerning its building and the vicissitudes through which it has passed. It was the

First railroad in America.

First to obtain a charter, and the only existing railroad bearing without change its original charter name.

First to be operated for passengers or freight.

First to utilize locomotive power.

First to penetrate the Alleghany Mountains.

First to issue a time table.

First to employ electricity as a means of communication. It had the first telegraph line in the world, and over which Prof. S. F. B. Morse sent his first message, "What hath God wrought," from Baltimore to Washington, in 1844.

First to employ electricity as a motive power.

It has a fully equipped electric power plant of its own in Baltimore, which supplies current for the operation of several of the most powerful types of electric locomotives, as well as light for two immense passenger stations, all freight terminals, warehouses, shops and water front.

It has miles and miles of storage tracks at Baltimore, two large grain elevators, one of the largest coal piers in the world at Curtis Bay and extensive ocean terminals and piers at Locust Point, and the oldest railroad shops in the world.

The Baltimore & Ohio Railroad had its beginning in the territory peculiarly identified with the early history of our country; and its trade-mark—the dome of the capitol of the United States—is appropriate, as the line passes through the cities in which the capital was located at various times, when compelled to keep up a peripatetic existence, moving from Philadelphia to Baltimore, thence back to Philadelphia, to Havre-de-Grace, to Annapolis, to New York, and finally to Washington.

In legend and myth, in song and romance, in fact and in fancy, and in the stirring realities of history, the territory is famous, not only locally but nationally and internationally.

A century and a half ago the route now traversed by the Baltimore & Ohio Railroad

across the mountains was known as the "Great Nemacolin Path," the Appian Way of the savages. When George Wash-

Path of the
Indians

ington, surveyor, laid out a route for a stage road across the mountains to the Ohio Valley he selected this same path. Still later, when the French, under Pierre Duquesne, who had been usurping much of the territory which was claimed by Great Britain, were called to account by England, Washington was sent over the route to warn the French to leave, but without success. In 1755, General Braddock, with Washington

French and
Indian War

as colonel, was sent to drive the French and Indians from the territory. The British general, who knew nothing of Indian fighting on the frontier, refused to receive the counsel of the young officer (Washington), who was so well acquainted with the territory and Indian tactics, was defeated and killed in battle, and his body was buried a short distance from Fort Necessity, which was built by Washington two years prior. The grave of Braddock is on the National Pike, near Ohio Pyle, Pa.

National Road

In the early part of the nineteenth century the old stage road evolved into a national pike, and the colonists from the East became numerous in the constant rush of civilization towards the Ohio Valley.

Great honor is due the wise solons of the Maryland legislature at Annapolis in 1827, for their foresight in granting a subsidy to develop the commercial interests of our country at large. In the quaint old state-house at Annapolis, with its many famous archives, is recorded the story of the beginning of the railroad.

On the second day of February, 1827, the citizens of Baltimore conferred upon the adoption of proper measures for "The

First Charter

commencement of the Baltimore & Ohio Railroad, a work of deep and vital interest to the American people, by facilitating its commerce, diffusing and extending its social intercourse, and perpetuating the happy union of the Confederate States." An act of incorporation by the State of Maryland was granted February 28, 1827, and confirmed by the State of Virginia March 8, 1827, and the construction of the road was commenced July 4, 1828. The ceremonies attending this great event were conducted by the Masonic fraternity. The city of



Baltimore was in gala attire, and strangers from distant points began arriving in town a day or two before the celebration. The

First Stone leading event was the laying of the "First Stone" of this first railroad of the land. The venerable Chas. Carroll, of Carrollton, the last surviving signer of the Declaration of Independence, cast the first spadeful of earth for the beginning of the railroad, saying: "I consider this among the most important acts of my life, second only to that of signing the Declaration of Independence, if indeed second to that."

This remarkable stone was placed in the earth and the laying of the wooden track of the railroad was then begun. Strange as it may seem, in the natural shifting of position of the track, this stone was forgotten and its exact location in the earth remained only a matter of conjecture for nearly forty years. The interest was revived in July, 1898, when a resurvey was made and the stone located six feet under the surface of the ground. The entire masonry was then carefully raised above the earth and inclosed in a steel cage, so that the famous relic will remain in public view for all time.

First Track The line originally extended from Baltimore to Ellicott Mills, a distance of fifteen miles, and thence to Frederick, sixty-one miles. When the track was completed experiments of all kinds were made for the propelling of cars. Relays of horses were

Horses as Motive Power first used; they were followed by sail-cars. When the track was completed and the movement of trains actually begun, the arrival of a train was heralded by the ringing of a bell at the station. The stone freight house at Frederick, still in use and in good repair, is the oldest freight house in the world. In August, 1830, steam was introduced, and Peter Cooper, with his crude engine, hauled the first train.

Then it was found necessary to extend the line to Harper's Ferry, in competition with the Chesapeake & Ohio Canal. At Point of Rocks, Md., the railroad and canal run side by side, and there was intense rivalry between the two companies. The canal people secured an injunction against the railroad, prohibiting the latter from using engines for hauling trains at that portion of the line because the engines frightened the mules which hauled the boats; and for a

time, indeed, the railroad was compelled to go back to horses.

First Locomotive The first locomotive built in America was Peter Cooper's "Tom Thumb," which was successfully run on the Baltimore & Ohio Railroad. The tubes used for the boiler in this famous locomotive were gun barrels. In 1830 the first successful test was made from Baltimore to Ellicott Mills, and the steam engine as a motive power was permanently established.

Evolution of the Locomotive Then followed the evolution of the locomotive; first the Davis Grasshopper, designed by Phineas Davis, in 1832; then in 1844 the Winans Mud Digger, designed by Ross Winans, of Baltimore. This was followed by the Winans Camel Back in 1848, which remarkable type of engine was successfully used until within the last few years. After this came the "Hayes Dutch Wagon," designed for hauling passenger trains, in 1852. From that date to the present time the improvements in motive power came thick and fast; the Baltimore & Ohio Railroad, ever first to adopt the latest and best, boasts of the finest types of locomotives in the world to-day.

The magnificent twelve-wheel passenger engines used on all of the Royal Blue trains of the Baltimore & Ohio Railroad are among the heaviest in constant service in the country. Their driving wheels are seventy-eight inches in diameter, and these powerful machines are able to haul ten-car trains at a speed approaching seventy miles per hour.

First Cars The evolution of the passenger car is almost as interesting as that of the locomotive. The originals were built after the manner of the stage coach, with only four wheels. The crude sleepers were introduced in 1848, and at that time the press comments were profuse over such a luxury. What must be the impressions of the thousands living to-day who traveled in the old style of car and who have since enjoyed a journey between Washington and New York in the palatial "Royal Limited," or indeed on any of the Royal Blue trains?

The original line of the Baltimore & Ohio Railroad, as has been stated, was between Baltimore and Ellicott Mills, fifteen miles.

Extension of Line Then it was next extended to Frederick, sixty-one miles.

Its next extension was from Relay to Washington, thence from Frederick to Harper's Ferry; thence to Cum-

berland; thence across the Alleghanies to Wheeling, and finally from Cumberland to Pittsburg and Chicago. The building of the line across the mountains was a most stupendous engineering undertaking and a marvel which excited all the countries of the earth because of the obstacles to be overcome, the tunneling through the walls of granite and the bridging of great caverns. The final joining of the East with the West was a period of great rejoicing and celebrated with great eclat. The first through train of invited guests, including many prominent people of that time, was run from Baltimore to St. Louis in 1857.

The crossing of the mountains was the beginning of a new era in the commercial history of America. The West invited

Linking Atlantic and Mississippi

opportunities with its mineral and agricultural resources, and cities grew rapidly. The Atlantic Ocean and the Mississippi River were at last connected with bands of steel.

Following this phenomenal period of commercial activity and railroad construction came the rumblings of strife and discontent centered on the question of slavery and

John Brown

state's rights. John Brown, of Osawatimie, Kan., had settled near Harper's Ferry under the assumed name of Isaac Smith and gathered about him a little band of men, both white and colored, who, in their fanatical zeal, defied the power and pride of the "Old Dominion" in attempting to free the slaves. His final stand at the engine house of the United States arsenal, alongside the Baltimore & Ohio tracks, his capture and execution at Charles Town courthouse in 1859, was a forerunner of the great conflict which followed.

The Civil War

When the Civil War broke out the eyes of the whole nation were constantly on the line of the Baltimore & Ohio Railroad, because of its great importance and the part it was compelled to play in the fierce struggle.

The entire line from Parkersburg and Wheeling, W. Va., to Point of Rocks, Md., during the Civil War was debatable ground, over which the contending hosts marched and fought. It was the base of operations for the Federal army during the entire conflict, and the government could not cut loose from it and take advance line earlier than

Importance to the Nation

November, 1864. The importance of keeping this great highway open as a means of communication between the West and the

Army of the Potomac compelled the national government to guard it with watchful care, and tens of thousands of the Federal army bivouacked and did sentry duty along its lines.

Early in May, 1861, two of the four Federal columns of advance concentrated on the Ohio River, one at Parkersburg, the other at Wheeling, and on May 24th moved for-

The First Battle

ward into West Virginia to cut off the advance of the Confederate army, resulting in the fight at Philippi on June 3d, and the subsequent early campaign in West Virginia.

The third Federal column of advance concentrated at Harper's Ferry, the fourth at Washington, and the first step taken was to guard the entire line of the railroad and keep it open from the Ohio River to Washington.

Block-houses

The defenses of the Baltimore & Ohio Railroad from Monocacy to the Ohio River, including the forts at Harper's Ferry, Cumberland, New Creek (Keyser), Piedmont, Winchester and those across the mountains, were placed in the hands of competent engineers, and block-houses were built at every convenient point along the railway.

Harper's Ferry

Harper's Ferry was the first place to suffer at the beginning of hostilities, because the government arsenal and armories were there. These buildings were eventually destroyed by government troops, when their capture by Confederates was feared. The foundation of the old arsenal is all that remains.

Shenandoah Valley

Harper's Ferry nestles on the side of Bolivar Heights, the mountain which forms the wedge in the extreme eastern portion of West Virginia, with the Potomac River on one side and the Shenandoah River on the other, whilst beyond, the towering Maryland Heights on the north bank of the Potomac, and Loudon Heights of Virginia on the south bank of the Shenandoah, completely encase the little village. It is at this point the historic Potomac, disdaining impediment, has literally cleft its way through the Blue Ridge, whose rock-ribbed walls rise sheer for 1,000 feet from the water's edge, and is joined by the Shenandoah.

Point of Vantage

At one time or another during the war almost the entire Federal army was at Harper's Ferry. It was looked upon as the key to the safety of Washington from the opening to the close of the war. It was taken, retaken or evacuated every time

the Confederates crossed the Potomac, except in 1864, when General Sigel determined to hold it at all hazards, a thing which at the time seemed impossible, for no army had been able to cross the Potomac and remain across without a proper garrison. But this General Sigel accomplished by taking an inforced position upon the heights, resisting Early's force, which completely surrounded him most of the time.

Early in the spring of 1861 **Battles at Harper's Ferry** Harper's Ferry was occupied by Generals Joe Johnston and Stonewall Jackson. The Federal troops were encamped at Sandy Hook, a small station on the railroad, almost immediately opposite. The experience of passengers on Baltimore & Ohio trains during this period was of a character not altogether pleasant; stopped on the Maryland side of the river by the Federal forces and again on the Virginia side by the Confederate forces, one had to be careful and remember to just which power he had last given allegiance.

In a few weeks the Confederates evacuated the Ferry, moving to Winchester, the Federals taking possession and holding it until September, 1862, when Gen. Thomas J. Jackson captured it and compelled Col. D. S. Miles, the Federal commander, to surrender with 11,000 men. The Union forces were paroled, and Jackson marched immediately, by way of Shepherdstown, to join Lee at Antietam. This happened on September 15th, the day after the two battles at South Mountain, near Frederick, were fought, and where the Confederates were defeated, and who, retreating towards Antietam, assisted Jackson in capturing the Ferry. Colonel Miles was mortally wounded in the engagement, which continued for about twenty minutes after the white flag had been raised, through a misunderstanding.

Battle of Antietam The battlefield of Antietam lies about ten miles from Harper's Ferry as the crow flies, the Confederates speaking of it as the battle of Sharpsburg, because of the town of that name. The Federals called it the battle of Antietam, after the creek of that name. It lies about one mile west of Keedysville on the Hagerstown branch. The National Cemetery is at Sharpsburg.

The battle of Antietam commenced on the afternoon of September 16th, but opened up fiercely at dawn on the 17th, continuing until sundown with but little advance by either side, although the battle lines of the

Federal forces were somewhat in advance of their original position when the day closed. Notable in this fight were the terrible carnage at "Sunken Road," or "Bloody Lane," and the famous charge of General Burnside at Stone Bridge over the creek. The dawn of the 18th did not bring a renewal of the fight. General Lee removed his forces through Winchester to Fredericksburg, where he wintered. A small portion of the Federal army followed him, but the main command, under Burnside, proceeded to Weverton, one and one-half miles below Harper's Ferry, crossed the river and recrossed it at Berlin, one and one-half miles further down, and then marched to Washington.

Emancipation Proclamation It was immediately after this battle that President Lincoln issued the Emancipation Proclamation.

The Confederates never occupied Harper's Ferry for any length of time after the battle of Antietam. Throughout the war it was the scene of much uncertainty, as it was the center of operations of both sides. On Bolivar Heights, above the town, nearly all of the ground covered by the operations of both armies at Antietam is in full view. To the northeast lies South Mountain, where the battles had been fought prior to Antietam, and where McClellan pressed Lee so severely that he fell back through Boonsboro and Keedysville, seven and one-half miles, to Antietam.

Battle of South Mountain At South Mountain Rutherford B. Hayes, afterwards President, was wounded, and William McKinley, our martyred President, won his first promotion. General Reno, who commanded the advance corps, was killed in the fight.

From Bolivar Heights also is seen the stretch of country General Lee traversed with his army on his march to Gettysburg, in June, 1863. At this time Maryland Heights, just across the river, was occupied by 2,000 Union men, under the command of General French. Lee crossed the Potomac at Shepherdstown, and recrossed it on his retreat from Gettysburg at Falling Waters, which is plainly discernible.

Battle of Gettysburg The three days' fight on July 1st, 2d and 3d at Gettysburg was the most memorable battle of the war. General Meade's losses in killed, wounded and prisoners were 23,049, General Lee's, 20,451.

Gettysburg was the scene of Pickett's

famous charge and the defeat of the Confederates on the third day of the fight, which culminated at the "Clump of Trees." This battle was known as the turning point of the Civil War and the "Clump of Trees" has been designated the "High-Water Mark."

In recent years the United States government has conformed the great battlefield into a magnificent National Park, having preserved all the roads and highways and placed markers to indicate the positions of both the Federal and Confederate troops. Many hundred magnificent monuments have been presented by various States in memory of the State troops who participated in the fight and which are spread over the entire field, which embraces forty square miles.

It was at Martinsburg that occurred the wholesale destruction of railroad property by Stonewall Jackson. After battering out of all former semblance such machinery as he could not make use of, and burning the coaches, cars and buildings, Jackson determined upon carrying away with him scores of Baltimore & Ohio engines. To get them to Winchester over a dirt road was the difficulty, but this did not deter him from

**Stealing
Locomotives**

getting away with the locomotives. One of his officers so rigged them up that power-

ful teams managed to pull them back through the country to a railway line in possession of the Confederates, on which they were placed and used during the war. This same officer, who accomplished results which no other man had thought practicable, was afterwards master of transportation of the road from which he confiscated the engines.

From the invasion of Maryland by General Lee, in the fall of 1862, until December of 1864, the Baltimore & Ohio Railroad figured almost daily in some fight somewhere on its lines between Grafton and Point of Rocks.

**Battle of
Monocacy**

The battlefield of Monocacy lies along the river of that name, which is crossed by the old main line of the Baltimore & Ohio at Frederick Junction, three and one-half

miles south of Frederick City, Md. It was here that Gen. Lew Wallace met defeat.

Balls Bluff, where the gifted and gallant Senator Baker fell, lies just across the Potomac from the station of Tuscarora, on the Metropolitan branch of the Baltimore & Ohio.

Martinsburg and Winchester each were almost as much of a bone of contention as was Harper's Ferry. It is hard to say how many times they were taken and retaken, yet strangely enough neither city suffered severely from the experience, although they were daily between the contending armies.

Cumberland, had it not been for its peculiar situation, would have suffered as much as Harper's Ferry and Martinsburg. It was the headquarters of the Department of West Virginia most of the time, and was the scene of many stirring incidents.

The section of the railroad known as Seventeen-Mile Grade, between Piedmont and Altamont, along the Little Savage River, was another favorite place with the Confederates, who often would turn a car or an engine loose on the grade at the top of the mountain and let it go dashing down, wrecking everything in its track.

**Destruction
of Railroad
Property**

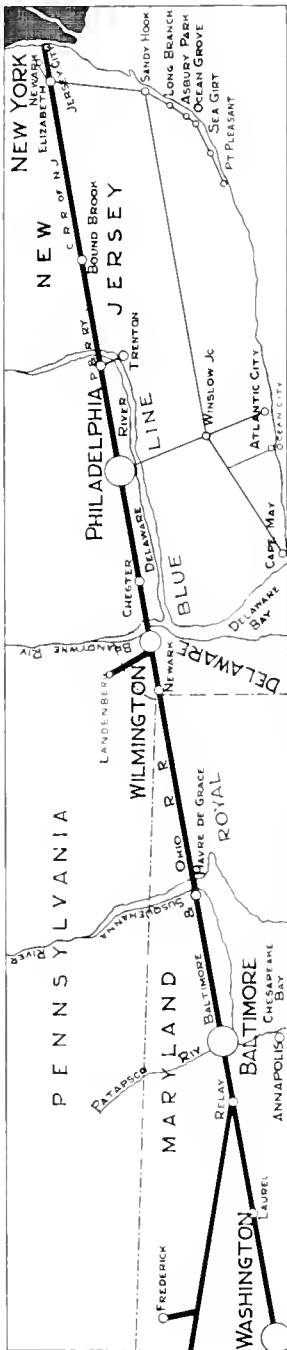
The railroad felt it at every turn. It was notorious sport of the Confederates to tear up the track, pile the ties in heaps, fire them and place the rails across the fires, leaving them there until they were red hot, then taking them out and tying them around trees like neckties, the rails being effectively destroyed for their original use. It was necessary, therefore, for the railroad company to keep a large supply of extra rails and ties on hand at all times, and especially was this necessary in the case of bridge timber, braces, etc.

One hundred and eighty battles were fought on or near the Baltimore & Ohio Railroad from 1861 to 1865, and great was the relief to the country during that period when war bulletins announced "All quiet along the Potomac."

Geographical Sketch of the Baltimore & Ohio Railroad

The Baltimore & Ohio Railroad earned its sobriquet of "**Picturesque B. & O.**" over half a century ago, and strengthened its claim to such as it grew and branched out into greater territory. There is hardly a

mile of it from New York to Chicago, Cincinnati or St. Louis that is not interesting to the traveler. Its lines pass through nearly all of the important cities from the East to the Mississippi River.



The Route of the Famous "Royal Blue" Trains between New York and Washington.

New York City. Population 4,450,963. Metropolis of America. Second largest city in the world. Leaving **New York City** from the terminal at foot of **West 23d Street**, a splendid panorama of the Hudson River, New York bay and harbor is obtained, with glimpses of Governor's Island, the forts and coast defenses, Long Island, Staten Island and the Battery. The skyline of the great metropolis, with its tall buildings, is peculiarly impressive. The down-town terminal in New York is at foot of **Liberty Street**.

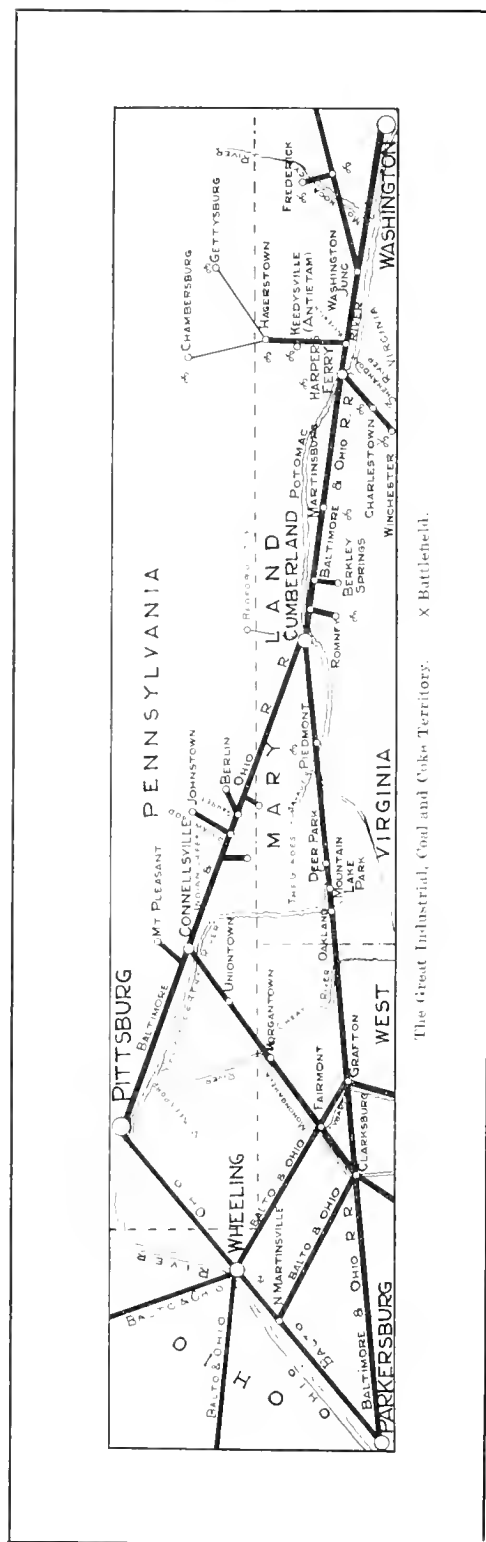
Jersey City, N. J. Population 237,952. From **Jersey City** the route is through **Newark, Elizabeth, Plainfield, Bound Brook**, in New Jersey, across the Delaware River into Pennsylvania, through that historic section of the eastern coast made famous in revolutionary times. A beautiful section of Fairmont Park is crossed just before entering Philadelphia, and the Schuylkill River is followed to the station at 24th and Chestnut streets.

Philadelphia, Pa. Population 1,515,756. Third largest city in America. Southward from Philadelphia the route is through **Chester, Pa.**, across the Brandywine River at **Wilmington, Del.**, thence into Maryland. At **Havre-de-Grace** the Susquehanna River is crossed, and a magnificent view of the broad water and surrounding country is obtained.

Baltimore, Md. Population 576,023. Sixth largest city in America. Mount Royal Station, in the northern residence portion of the city, is the first stop. This structure is one of the finest passenger stations built, owned and operated by any one railroad in the world. A double-track electric tunnel, under the very heart of Baltimore, connects Mount Royal Station with Camden Station, in the center of the business portion of the city. All heavy trains are drawn through it by electric motors, the most powerful locomotives in existence. The tunnel is entirely free from smoke and gas, and has a natural ventilation, which keeps the air pure at all times.

From Camden Station, a beautiful suburban country is traversed. The Patapsco River is spanned by a beautiful stone arched bridge at **Relay**, built in 1835, and which is the oldest structure of its kind in the world.

Washington, D. C. Population 307,716. Capital of the United States. At Washington the Baltimore & Ohio makes direct connection with all lines to the South, in



The Great Industrial, Coal and Coke Territory. X Battlefield.

the magnificent new Union Station, which is probably the most complete railway station in the world.

Leaving Washington and approaching the Alleghany Mountains, the scenery changes as the flat country is left behind and the rolling country is entered. At **Dickerson, Md.**, the road crosses the Monocacy River, after which was named the famous battle. This beautiful river flows southward, emptying into the Potomac but a short distance away.

Washington Junction is where the old line from Baltimore and **Frederick** joins the present main stem. This is the **Frederick** of Barbara Frietchie fame—Frederick where lies buried all that was mortal of Francis Scott Key, whose "Star Spangled Banner" forever arouses that patriotism which makes our nation impregnable.

Weverton. Branch line leads up to **Hagerstown**, one of the oldest towns in Maryland.

Point of Rocks. The Potomac begins its companionship with the railroad, continuing for 150 miles. The first views of the mountains are here obtained.

Harper's Ferry is the most picturesque and historic spot in America. Approaching the town from the east, the train passes through a tunnel under Maryland Heights, crosses the Potomac, and stops at John Brown's monument. To the left is the Shenandoah River, emptying into the Potomac. Across the Shenandoah is the big mountain known as Loudon Heights, on the Virginia side. Harper's Ferry itself is in West Virginia, at the foot of Bolivar Heights. Across the Potomac River to the right is Maryland Heights. From Harper's Ferry a branch of the Baltimore & Ohio Railroad reaches southward to Harrisonburg and Lexington, in the famous valley of Virginia, the "Valley of Dispute," the constant scene of conflict during the four years' war.

Hancock. Another branch of the road leads down to **Berkeley Springs**, which has been a popular summer resort from the time of Washington. As the road follows the Potomac, climbing the foothills of the Alleghany to Cumberland, magnificent scenery is to be found in every direction.

Cumberland, Md., the largest city in the mountains, is built on the site of Fort Cumberland, where General Braddock and George Washington made their headquarters during the French and Indian War.

At Cumberland the railroad divides. To the northwest the line extends to Pittsburgh,

Akron, Cleveland and Chicago. To the west it continues to Grafton, Wheeling, Columbus and Chicago, and to Cincinnati, Louisville and St. Louis, through its connection, the Baltimore & Ohio South-western Railroad.

From Cumberland to Pittsburg the scenery is especially wild and picturesque. The bed of the railroad is cut through solid rock between the towering heights of Mount Nebo and Baehr's Mountain. The old **National Bridge** crosses Will's Creek just outside the city limits.

Hyndman. Connection is here made with the Pennsylvania Railroad for **Bedford Springs**, a popular health resort.

Salisbury Junction. The railway follows the Casselman River to Confluence.

Garrett. Branch line leads to **Berlin, Pa.**

Rockwood. The Somerset and Cambria branch leads to **Somerset** and the thriving city of **Johnstown, Pa.**, through one of Pennsylvania's richest bituminous coal fields.

Casselman. The river of that name forms a valley of surpassing beauty.

Markleton. Health resort and sanitarium.

Confluence is so named because it is here the Casselman and Youghiogheny rivers unite and flow on together as the Youghiogheny River.

Ohio Pyle. The wild and rugged valley of the Youghiogheny River. This place is a favorite mountain resort, and thousands visit it every summer.

Indian Creek. One of the grandest and most celebrated views in the Alleghany Mountains is here obtained.

Connellsville. The blazing fires by night and columns of smoke by day forcibly call the traveler's attention to the greatest coke-oven district in the world.

At Connellsville a division of the railway extends southwest through **Uniontown, Pa.**, **Morgantown**, **Fairmont**, **Clarksburg**, **Weston**, **Camden-on-Gauley** and **Richwood**, in West Virginia.

McKeesport. Here the Youghiogheny River flows into the Monongahela River, along which the railway continues into Pittsburg. The great Bessemer Steel Works, Armor-Piercing Projectile Works and Tube Works are located at McKeesport. From here the railway passes through the greatest steel-manufacturing district of the world. For miles the great manufactories emit such volumes of fire and smoke as to make the region suggestive of Dante's Inferno.

Pittsburg, Pa. Population, including Allegheny, 558,123. Seventh largest city in the United States. One of the greatest iron work-shops of the world, and from a tonnage standpoint the greatest manufacturing city in the world. It was formerly known as Fort Duquesne; then Fort Pitt until George Washington named it Pittsburg.

From Cumberland to Grafton is the original line across the Alleghanies. The railway climbs the mountains from **Piedmont** to **Altamont** through a winding and tortuous valley of seventeen miles along the little Savage River. At the top of the climb lies **The Glades**, where are located the famous summer resorts of Deer Park, Mountain Lake Park and Oakland.

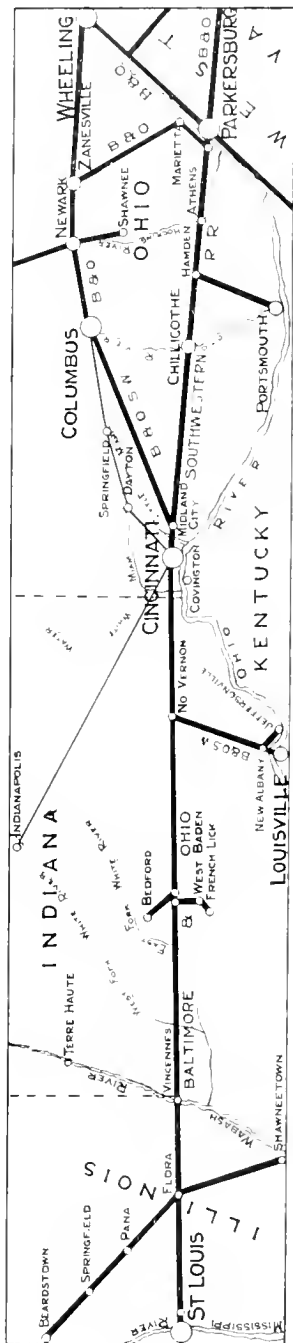
Deer Park Hotel, Md. The largest summer resort in the Alleghanies. Of the Alleghany Mountain resorts, Deer Park is the most ideal resort that can be found. It is 2,800 feet above the level of the sea, on a beautiful plane of luxuriant vegetation. The splendid hotel buildings, with large airy rooms and immense verandas, are on the top of a knoll with the lawns sloping gently to the railway station, not 300 yards away. The buildings are divided into three parts—the main building, eastern and western annexes. There are also twelve cottages belonging to the hotel. Every modern appliance for the convenience of guests is supplied by the hotel, and the delightful temperature of the mountain top, with the excellent spring water supplied by the famous boiling springs at Deer Park, which has a national reputation, has made the resort popular for the three summer months during which it is open—from the middle of June to the middle of September.

Mountain Lake Park, Md., is the summer home of the Mountain Chautauqua, and every summer the scene of unwonted interest. The summer chautauqua is the prominent feature at the park, and an excellent program is furnished every year.

Oakland, Md., at the extreme western edge of the Glades, is a popular summer resort for private cottagers. Excellent hotels and boarding-houses accommodate the hundreds of transient guests every year.

Leaving Oakland, the railroad passes down the western slope of the Alleghanies to **Grafton**, through the famous Cheat River Valley. The scenery is impressive and grand; here is one of the choicest views of picturesque America.

* * * * *



From **Grafton** the main line to Cincinnati extends westward to **Clarksburg** through the oil and gas regions of West Virginia to **Parkersburg**.

At **Clarksburg** the Monongahela division extends northward through the bituminous coal regions to Fairmont; and the West Virginia and Pittsburg division extends southward to **Weston**, **Sutton**, **Buckhannon**, **Camden-on-Gauley** and **Pickens**, in West Virginia.

Between Clarksburg and Parkersburg are numerous oil wells and coal fields.

At **Parkersburg** the Ohio River is crossed, and the Baltimore & Ohio Southwestern Railroad continues the line through **Athens** and **Chillicothe** to Cincinnati, directly across the southern portion of Ohio.

From Cincinnati the line continues across Indiana to **North Vernon** (where it branches to Louisville, Ky.), thence proceeds straight to St. Louis, through Vincennes, Ind., and Flora, Ill. (where another division crosses the main line transversely, extending to **Springfield** and **Beardstown**, Ill., on the north, and southward to Shawneetown, on the Ohio River), and thence direct to St. Louis, Mo.

Cincinnati, Ohio. Population 351,212. Ninth largest city in the United States. Originally called the "Queen City of the West." Located on the Ohio River and the most important city between the middle north and south.

Louisville, Ky. Population 205,000. Eighteenth in rank among the large cities in the United States. On the Ohio River.

Vincennes, Ind. On the Wabash River.

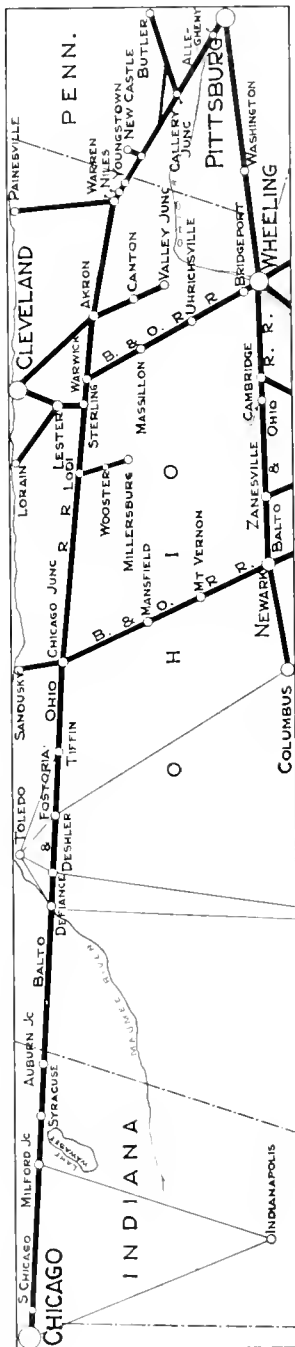
Flora, Ill. Branch line to Springfield, capital of Illinois.

St. Louis, Mo. Population 686,369. Fourth largest city in the United States. The gateway to the West and Southwest. Originally called the "Mound City." It is the head of commercial activity on the Mississippi River. The great Eads Bridge spans the river from Illinois to Missouri, and all trains enter the immense Union Station.

* * * * *

From Pittsburgh the Wheeling and Pittsburg division forms a portion of the through line between Pittsburgh, Wheeling, Columbus and Cincinnati.

Leaving Pittsburgh the railway crosses the Allegheny River into **Allegheny City**, en route to Akron, over the Pittsburg and Western division. At **New Castle Junction**



a spur leads from the main line to **New Castle**, two miles distant.

Youngstown is the first large city after the Pennsylvania state line is crossed into Ohio.

This northeastern portion of Ohio has a wide-spread reputation for its manufacturing industries.

Niles has made its reputation from the manufacture of machinists' tools.

At **Warren** the line leads to Lake Erie through **Painesville** to the great coal-shipping port at **Fairport**, where lake steamers receive their cargoes for all points in the Great Lake Region.

Akron, Ohio, as a manufacturing city, has a world-wide reputation for its products of matches, cereals, rubber, etc. The main line of the railway is crossed by a branch extending to Cleveland, on the north, and Canton, on the south.

Canton, Ohio. Population 40,000. Large manufacturing interests of watches and safes.

Cleveland, Ohio. Population 506,938. Eighth largest city in the United States. On the Cleveland Terminal and Valley division, is one of the most beautiful and delightful cities on the lakes. Aside from its diversified business interests, it has an enviable reputation as a summer resort.

The line continues from Akron to **Chicago Junction**, where it meets the main line across the central portion of Ohio from Wheeling and Columbus, and thence makes a bee line across Ohio and Indiana to Chicago, through the oil districts of **Fostoria**, **Deshler** and **Defiance**, in Ohio, and across the prairie lands of Northern Indiana.

* * * * *

Wheeling, W. Va., was the objective point reached when the Baltimore & Ohio was laid out to cross the mountains to the Ohio River. It is the largest city in West Virginia, and though one of the earliest, it has kept pace with all modern improvements.

Zanesville, Ohio, with a population of 28,000, on the Muskingum River, has a world-wide reputation for its exquisite pottery.

From **Newark** the main line continues northward through Mt. Vernon and Mansfield to Chicago Junction, where it meets the main line from Pittsburgh and continues on to Chicago. The railway also continues to Columbus and Cincinnati, forming a direct line between Pittsburgh, Wheeling, Columbus and Cincinnati.

Columbus, Ohio. Population 155,340. Capital of Ohio.

From Chicago Junction a division runs directly northward to Sandusky, tapping the Great Lakes for the third time.

Sandusky is an important lake city and a popular summer resort on Lake Erie; near to it are the delightful resorts of Cedar Point, Kelly's Island and Put-in-Bay.

Tiffin, Ohio. Population 13,500. On Sandusky River. An important manufacturing city.

Fostoria, Ohio. Population 8,500. Junction point with Ohio Central and Hocking Valley lines to Toledo and Michigan points.

Deshler, Ohio. Population 1,800. Junction point with Cincinnati, Hamilton & Dayton Railroad to Toledo and Michigan points.

Defiance, Ohio. Population 8,000. An important manufacturing city.

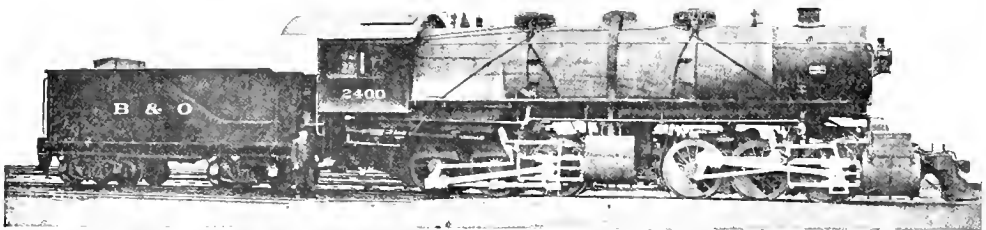
Wawasee, Ind., is the charming summer

resort built on the lake of that name, where each year thousands of pleasure-seekers spend the summer in private cottages and hotels.

Gary, Ind. Thirty miles from Chicago on southern shore of Lake Michigan; a most remarkable city, dating its birth in 1906, with a population of 12,000 in 1909. Established by the United States Steel Corporation and its subsidiary companies, who have spent many millions of dollars in erecting and equipping the greatest steel plants in the country.

A beautiful view of Lake Michigan is obtained for several miles approaching the great western metropolis of **Chicago**, which is entered at Grand Central Station.

Chicago, Ill., is the second largest city in the United States, with a population of 2,224,491. It lies at the foot of Lake Michigan and is a central meeting point of all the great east and west trunk lines of railways in America.





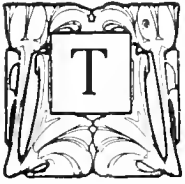
Washington

By GEORGE E. TACK

When Freedom's trumpet blast rang down the years,
Wild Bigotry, with hands imbrued with blood,
And Tyranny, that wields the kingly rod,
Stood mute, aghast, while God confirmed their fears.
He called, and as His voice resounded far,
A form uprose—the form of Washington,
Brave Manhood's flower, Liberty's bold son,
Strong girt with glory, Freedom's lustrous star.

Truth's noble chieftain, crowned with deathless fame,
And in life's galaxy of stars to glow,
A beacon light of never-quenched flame,
Crimes of tyrants and bigots to show;
These make our Washington for age and youth,
A synonym for Freedom and for Truth.

The Octagon House, at Washington



THE Octagon House, at the corner of New York Avenue and 18th Street, Washington, D. C., erected by Col. John Tayloe, was commenced in 1798 and completed in 1800. During the process of its erection, General Washington often visited the building. He took a lively interest in the house, it being the home of his friend, as well as one of the finest residences in the country at the time. After the year 1814, the British having burned the White House, President James Madison occupied the

man and keeping many fine running horses. The building and walls conform to the street lines, showing that the streets were accurately laid off even at that early day.

The interior is elaborately finished, the doors of the first story being of mahogany. They are still in an excellent state of preservation. All the work in the circular vestibule coincides with the circumference of the tower, the doors, sash and glass being made on the circle and all are still in working order. The parlor mantel is made of a fine cement composition, painted white. The remains of goldleaf show in some of the relieved portions and the



THE OCTAGON HOUSE, WASHINGTON

Octagon, and during his occupancy the Treaty of Ghent, which closed our second war with England, between the United States and Great Britain was signed by him, in the circular room, which is now used as the secretary's office of the American Institute of Architects.

The house is well built, of brick, trimmed with Aquia Creek sandstone. The lot is triangular in form and fenced in by a high brick wall. The kitchen, stable and outhouses are built of brick and accommodated a large number of both servants and horses, Colonel Tayloe being a noted turf-

figures are excellent, evidently having been modeled by some good artist. The mantels in the bedrooms are of wood, the ornamentation being putty stucco.

Leading into the back hall and dining-room are two secret doors in which the wash-boards, chair-boards, etc., run across the door, being ingeniously cut some distance from the actual door, no key-holes, hinges or openings showing on the blind side. The knobs and shutter-buttons are of brass and evidently of a special pattern. Two old cast-iron wood stoves still stand in the niches prepared for them in the vestibule.

Bishop Mead, in his "Old Churches, Ministers and Families of Virginia," tells us that William Tayloe emigrated from London to Virginia in 1650. John Tayloe, his son, who was a member of the House of Burgesses, founded the noted estate of Mount Airy, Virginia. He had twelve children, one of whom, Col. John Tayloe, built the old Octagon House. The Tayloes intermarried with the Corbins, the Lees, the Washingtons, the Carters, the Pages, and nearly every other prominent family of Virginia. The mother of Col. John Tayloe, of the Octagon, was a daughter of Governor Plater, of Maryland, and his wife was Anne, daughter of Benjamin Ogle, governor of Maryland.

For those days, Col. John Tayloe (commissioned by Washington in the Revolution) was a very wealthy man, having at the age of twenty an income of nearly \$60,000 a year, and when the Octagon was built he had an income of \$75,000 a year. His eldest son, John, was in the navy and was distinguished in the battles of the "Constitution" with the "Guerriere" and the "Cyane" in the Levant.

The memoirs of Benjamin Ogle Tayloe state that Colonel Tayloe was an intimate friend of General Washington, and it was on the advice of the general that the Octagon was built in Washington city, Colonel Tayloe having previously determined to build his winter residence in Philadelphia.

At this period Colonel Tayloe was distinguished for the unrivaled splendor of his household and equipages, and his establishment was renowned throughout the country for its entertainments, which were given in a most generous manner to all persons of distinction who visited Washington in those days, both Americans and foreigners. In this list are included such names as Jefferson (Washington had passed away before

its completion), Madison, Monroe, John Quincy Adams, Decatur, Porter, Webster, Clay, Calhoun, Randolph, Lafayette, Steuben and Sir Edward Thornton, British minister and father of the recent British minister, and many others of less distinction than the ones named. Colonel Tayloe died in 1828, and his death to a certain extent terminated the splendid hospitalities of the Octagon, which had covered a period of nearly thirty years.

The architect of the Octagon, Dr. William Thornton, was a man of note. He was born in the Island of Tortola, West Indies, May 27, 1761; studied and traveled extensively in Europe and married a Miss Brodeau, of Philadelphia, in 1790. In the year 1793 he moved to Washington, where he lived until his death in 1828.

As an architect he was the successful competitor for the United States capitol. At Jefferson's request he made designs for the University of Virginia. He designed and supervised buildings for General Washington, Montpelier, the residence of James Madison, the Octagon House, Tudor Place, in Georgetown, and probably other works of interest.

In September, 1794, he was made one of three commissioners of the District of Columbia and had charge of executing the plan of the city. His position was abolished soon after the Government took possession of Washington, in 1802.

In May, 1802, he was made superintendent of patents. This position he retained until his death, in 1828, having been the organizer of this important branch of the United States Government. Dr. Thornton should be highly respected by the profession for his meritorious and refined work on the United States capitol, as well as for his share in the intelligent execution of the early work done in laying out the city.



Winter Sport in Virginia and North Carolina



THE WATERS of Virginia and Eastern North Carolina have been accurately described as the "Sportsman's Paradise." They contain many places that appeal to those who enjoy and love the "wild," the camp, the stream, the forest and the sea. Their waters swarm with wild fowl, from the famous canvas-back to the delicious reed bird; their streams abound in fish of almost every variety. In their forests all manner of game—bear, deer, squirrels, rabbits, opossums, coons, foxes and wildcats—and on their uplands wild turkeys, quail, woodcock, doves, larks and the like, are found in abundance.

This variety and abundance of game and fish, the mildness of the climate, the extent of forests and frequency of water-courses combine to make the country an ideal camp ground—just the place to build a hunting lodge or pitch a tent for an outing. Sites for lodges and hunting clubs may be had for a song and permission to camp almost anywhere, for the asking. Guides will take you to the best hunting and fishing grounds, and canoes or larger craft can be had at reasonable prices. In this way one can live almost indefinitely in the heart of the woods or in sight of the sea, sleeping under the stars and eating what is gathered with rod and gun.

The North Carolina laws establish an open season when game may be taken. The open season varies slightly in the different counties, but the usual date is from November 1st to March 1st.

A nonresident who wishes to hunt in Eastern North Carolina must make application to a game warden for a license, which will be issued upon the payment of \$10.00. This license expires at the end of the shooting season.

While much of the land has been posted against hunters, yet, in a majority of cases, landowners are obliging and it is easy to obtain permission to hunt on almost any land the sportsman may wish.

Lying just inside the long arm of the eastern coast of Virginia and North Carolina, protected from the severe storms and wild waters of the Atlantic Ocean, are the feeding grounds of Back Bay and Munden

Point, estuaries of the great Currituck Sound, the most famous duck and goose shooting grounds in the United States—only one hour from Norfolk via Norfolk & Southern Railway. Here ducks of every description abound, the canvas-back, the blue-winged teal, the widgeon, the mallard, the black duck, frequently found in pairs, and the largest duck found in these waters, and every variety of the "blooded stock," so to speak, together with all other kinds of water fowl, such as geese, swans, etc. Much of the desirable marsh lands are now private preserves with clubhouses owned by sportsmen from the north and east; but there is still good open ground and a sportsman can be certain of excellent shooting for a day or a week on these waters.

The sounds, rivers, inlets and lakes in the vicinity of Beaufort and Morehead City, N. C., rank second only to the Currituck region in the abundance of game. From the first frost to the last this whole section swarms with ducks, geese, brant, marsh hens and snipe, and the hunters come from afar and near to enjoy themselves to the fullest.

There are a number of fresh-water lakes near Havelock and Newport, in the counties of Omslow, Craven and Carteret, all of which are remarkable, as no stream flows into them, but they seem to be fed by underground springs. This lake territory forms part of an ideal game preserve. Lake Ellis, the largest of these lakes, together with the land surrounding it, is held under lease by sportsmen for the hunting privilege. This lake is private property. The other lakes belong to the State of North Carolina, and is a part of what is known as "Swamp Lands," and may be taken up by any citizen at a nominal price per acre. Taken altogether, these lakes with the pocosons and uplands surrounding them, form one of the finest inland hunting ranges in the South Atlantic States. The number of deer killed there and the bags of ducks made each season are large enough to gratify any sportsman.

Throughout this region deer roam and wild turkeys "gobble." The hunter finds here also quail in the greatest abundance, many squirrels, rabbits, foxes and an occasional bear.

Experience, the testimony of thousands

and the popularity of Tidewater Virginia and Eastern North Carolina, is conclusive proof that this region is the Elysium of the sportsman and the mecca par excellence of the tourist.

The fishing in the waters around Beaufort and Morehead City is famous. Speaking of it, a writer in a recent issue of the "Field and Stream" says: "Beyond any question, there are no finer places on the Atlantic Coast between Florida and the North for winter fishing, and I do not know of any place where the summer and autumn fishing, particularly for Spanish mackerel and blue fish, is better."

The stretch of salt water sounds is vast. The rivers, estuaries and deep creeks are many, with fresh-water lakes here and there, all of which are literally alive with the "finny tribe."

At Beaufort and Morehead City are winter and summer resort hotels, usually crowded with visitors, a large part of them attracted there by the remarkably fine fishing offered in the surrounding waters. The sheepshead, the Spanish mackerel, the sea trout, the drum, the blue fish and many other varieties are caught in great quantities the year 'round.

The spirit of the most enthusiastic angler rises with the alluring influence of the scene approaching Morehead City and Beaufort, for the trained eye takes in at a glance the increasing activity existing beneath the trembling transparent bosom of the matchless waters that are found within the confines of this endless expanse of pleasure grounds, where myriads of the "finny tribe" unmolested disport themselves.

Within twelve hours of New York, Philadelphia, Baltimore and Washington are the greatest hunting and fishing opportunities in America, conveniently reached by way of Norfolk.

The Norfolk & Southern Railway will provide a gasoline motor car, with seating capacity for nine people (with ordinary baggage, hand baggage only), for hunting parties taking short trips, at a nominal cost.

The following excerpt from an article in "Field and Stream," by H. C. Herring, M. D., graphically describes the sport on Ocracoke Island:

"What about geese and ducks? You always bring back a lot. Where do you go?" I told him there was only one section which would completely answer all de-

mands of the amateur and professional sportsmen, and that was on the Island of Ocracoke.

"To supply the necessary information I turned to a map of North Carolina and placed my finger on a little island, midway between Capes Lookout and Hatteras, where could be found more fowl from November until March than at any other point in America. And to the continued enjoyment of the sportsmen be it said, they are less migratory than elsewhere. They are satisfied to remain until their flight for the North in the spring. I also told him that the best gunning was over—and to come. The first period was from November 15th until the first of January, since after their long flight there was more or less of a mix-up, and at this time the new arrivals would continually fly around looking for their mates, and would readily stool to almost anything. Not much hunting during this period, they are not very wild. For still another reason it is the ideal time—the hunter can remain in the blind the entire day and suffer no discomfort. The same conditions are true during the month of March, when they are mating and selecting leaders for the different squads to pilot them in their long flight to the North. After hearing all this, my friend heaved a sigh and asked me if I could not arrange my business and go with him. A hasty reflection over my professional duties enables me to locate a gap where I could put in ten days; so I told him on the following Monday morning we would be off for the happy hunting ground.

"We arrived at our destination about 6.00 o'clock and at once fell into the hands of that hospitable old lady, Mrs. Bragg, renowned for the incomparable meals that she provides for half-famished sportsmen and visitors. After we had disposed of a hot supper and hermetically sealed it with an oyster roast, we called upon "Old Kit" to go after our prince of hunters, Bill Gaskill.

"About 9.00 o'clock Bill arrived, and then there welled afresh a new variety of epithets because he had not mastered the art of doctrine of telepathy. After the epithetical atmosphere had cleared, Bill broke the silence and said: 'You fellows get your baggage and go aboard the 'Honk'—you'll have no business coming ashore again until you get ready to come home. If you want luck you've got to stay with the fowl.' The

'Honk' is a houseboat, complete in all its appointments, and under the management of its captain it does enable one to live with the fowl. It is propelled by a gas engine. Amidship there is a commodious saloon, which will nicely accommodate four persons, and its unique construction admirably answers the demands of a sleeping, sitting and mess room. Here the sportsman can even realize the whispers of fancy. After a day's hunt, no trouble getting ashore, tugging up to the hotel and making a complete change so as to be presentable for supper and the sitting-room; you simply stay aboard the 'Honk,' surrounded by game.

"After a day's hard shooting, the wild fowl are frightened and scattered, and the best sport is not on that particular reef on the morrow, but another point, all the way from fifteen to forty miles distant. Baron Munchausen never spent the night in a houseboat anchored on the feeding ground of water fowl—if he ever had, there would have been another chapter of his 'Travels.' The din is indescribably grand and deafening; yet this music from a million throats is as sweet and inspiring as the whisper of a maiden. It convalesces the grumbler; it restores to health the dyspeptic, and is an anesthetic to every ail and condition—complete happiness. Luna sheds her silvery rays upon the heavenly scene, and distinctly visible are many victims of the morrow, gliding around, bent upon discovery or to satisfy their curiosity. But Bill's orders are to fire no guns at night.

"The long hours of darkness had passed. Stepping on deck for a minute to further

enjoy the scene we were promptly called to breakfast. The sleeping apartment had been changed into a messroom, and the table groaned with its load of delicious viands. Slices cut from the breast of duck or goose and properly fried supply a dish fit for the gods.

"Just before sunrise we were in the blinds with live decoys placed around. When a goose or duck is only slightly crippled it is caught and carefully cared for. It soon gets over its fright and in a few days will eat from the hand. Later it is used to lure its feathered friends into trouble.

"The first day was calm, and consequently there was a low tide, but we had enough sport to give a keen anticipation for the next day's work—eleven geese and twenty-seven ducks was our bag. The following day was an ideal one, with a sharp, northwest wind that chilled to the marrow. We shot and shot, until the relish for sport had actually come to an end—numb fingers, aching feet, all suggested to Bill to take us aboard the 'Honk.'

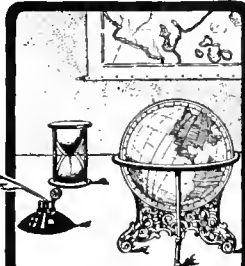
"The fowl are here, and all that is necessary is to follow the hints already given, which will both suit the delicate in health and test the nerve of the most hardy. In starting for the blind leave your overcoat behind. It is not only cumbersome, but will cause many a good shot to go wrong. Provide yourself with a waterproof suit, and thus clad, the wind cannot enter and there is a perfect freedom of the arms in handling the gun."





Stub Ends of Thought

By ARTHUR G. LEWIS.



LOVE is the sentiment of the senses in variations.

CAPACITY of understanding fathers information.

To a moral extent every man is his own ancestor.

SILENCE is the best assistant at the bench of ideas.

THE dust of controversy blinds the eyes of argument.

THE strongest feature in all human character is sincerity.

THE pigmy always uses a magnifying glass for his mirror.

MARRIAGE is a hopeful condition of unseen circumstances.

THE education of the heart to sympathy is productive of charity.

WE must possess a sense of right before we can exercise it.

THE life of anticipation depends on some desire unattained.

MENTAL servitude is merely a condition of self-estimated weakness.

In this privileged nation of ours women hold the first prerogative, and use it.

GENEROSITY of character in man is woman's first ideal of his personality.

A feature of true philosophy consists of hope within the borders of possibility.

THE greatest benefactors of the world are those who battle for the best purpose.

As flowers lose their bloom from long neglect, so beauty is but gross that scorns respect.

WE can bridge the distance of ignorance only through the short cuts of knowledge.

A de luxe edition of Mr. Lewis' work in book form (107 pages), bound in limp leather, and silk lined, will be forwarded, postpaid, upon receipt of \$1.00, by THE BOHEMIAN SOCIETY, Norfolk, Va.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

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EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 6 HOUR	No. 522 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 6 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY	
Lv. WASHINGTON, NEW UNION STA.	7.00 AM	9.00 AM	9.00 AM	11.00 AM	1.00 PM	3.00 PM	5.00 PM	8.00 PM	12.15 AM	2.52 AM
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.46
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51
Ar. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	5.50	8.19	11.50	3.50	6.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.42
	PM	PM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 21, 1909.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 6 HOUR	No. 509 "ROYAL LIMITED" DAILY 6 HOUR	No. 503 DAILY	No. 511 DAILY	
Lv. NEW YORK, 230 STREET	11.50 PM	AM	7.50 AM	9.50 AM	11.50 AM	1.50 PM	3.50 PM	5.50 PM	6.50 PM	
Lv. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00	
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23	
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.30	2.47	4.20	6.13	8.13	10.55	11.27	
Ar. WASHINGTON, NEW UNION STA.	7.50	11.45	1.20	3.50	5.20	7.00	9.00	12.00	12.22	
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE NOVEMBER 21, 1909.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	NOTE.		
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM			
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM			
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM			
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.27 PM	9.10 AM	12.30 AM			
Ar. DEER PARK HOTEL										
Ar. PITTSBURG			6.45 AM		9.40 PM	6.25 PM	8.50 AM	Lv. 5.25 PM		
Ar. CLEVELAND			12.00 NN							
Ar. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		Lv. 5.15 PM		
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						9.25 PM		
Ar. CHICAGO		5.15 PM			9.45 AM			7.30 AM		
Ar. CINCINNATI	8.05 AM			5.35 PM		1.45 AM				
Ar. INDIANAPOLIS	11.15 AM			11.45 PM		11.15 AM				
Ar. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM				
Ar. ST. LOUIS	5.50 PM			7.28 AM		1.40 PM				
Ar. CHATTANOOGA				5.20 AM		6.10 PM				
Ar. MEMPHIS	11.25 PM			8.45 AM						
Ar. NEW ORLEANS	10.55 AM			8.15 PM						

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOVEMBER 21, 1909.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO			5.40 PM	10.40 AM			8.30 PM			
Lv. COLUMBUS				7.00 PM						
Lv. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM			10.50 AM			
Lv. CLEVELAND			7.30 PM							
Lv. PITTSBURG		NOTE	8.10 AM		3.00 PM					
Lv. ST. LOUIS	9.00 AM	1.45 AM			10.00 PM	6.00 PM	1.15 PM			
Lv. LOUISVILLE	2.10 PM	8.10 AM				9.28 PM				
Lv. INDIANAPOLIS	2.45 PM	* 7.30 AM				2.30 AM				
Lv. CINCINNATI	6.35 PM	12.15 PM				4.55 AM				
Lv. NEW ORLEANS		9.15 AM				8.00 AM				
Lv. MEMPHIS	5.00 PM	8.35 PM				7.10 PM				
Lv. CHATTANOOGA	5.05 AM	10.00 PM				6.35 AM				
Lv. DEER PARK HOTEL										
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM			
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM			
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM			
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.35 AM			
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM			

NOTE—On Sundays only train No. 4 leaves St. Louis 1.00 a.m.
Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Pullman Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Cars Washington to New York. Dining Car, a la carte, Washington to New York.

No. 503. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Pullman Buffet and Smoking Room Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellysburg to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellysburg and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, E. C. JACKSON, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (New B. & O. Building), G. D. CRAWFORD, City Ticket Agent.
G. W. SQUIGGINS, District Passenger Agent; G. W. PAINI, City Passenger Agent; O. W. ALLEN, Traveling Passenger Agent.
Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent;
E. F. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKINO, District Passenger Agent; H. W. McKEWIN, City Ticket Agent;
W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building.
A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 6th Avenue,
F. J. EDDY, Ticket Agent; Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent;
H. C. STEVENSON, Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent;
J. B. LOHMAN, City Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot
Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agente General, B. & O. S.-W., Prologacion Del 5 de Mayo 11.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling
Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; E. H. SLAY, City Ticket Agent.
Union Depot, E. J. BUTTERWORTH, Ticket Agent.
CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
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MASSILLON, OHIO, W. H. RICH, Ticket Agent.
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NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
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A. J. SMITH, City Passenger Agent; E. D. AINSLIE, Ticket Agent, 1300 Broadway, S. R. FLANAGAN, Ticket Agent. No. 6
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PITTSBURG, 315 Park Building, J. P. TAOGART, Assistant General Passenger Agent; A. W. TIDY, Traveling Passenger Agent.
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ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. O. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
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J. LEWIS, JR., Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FIAKE, Ticket Agent.
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McLure House, O. R. WOOD, City Ticket Agent.
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H. A. MILLER, Traveling Passenger Agent.
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EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water
Street, Liverpool, England.

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Baltimore & Ohio Lines East, Baltimore, Md.

B. N. AUSTIN, General Passenger Agent,
Baltimore & Ohio Lines West, Chicago, Ill.

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GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

Royal Blue Line

PERSONALLY CONDUCTED

TOURS

TO

WASHINGTON

ALL EXPENSES INCLUDED

1910

Seven-Day Tours

\$25 from BOSTON

January 28, February 11 and 25,
March 11, 25 and 26 (supplementary),
April 8 and 22, May 6, 1910

\$18 from NEW YORK

January 29, February 12 and 26,
March 12 and 26, April 9 and 23 and May 7, 1910

Three-Day Tours

\$12.00 from NEW YORK

\$ 9.00 from PHILADELPHIA

\$ 8.70 from CHESTER

\$ 8.25 from WILMINGTON

January 20, February 10,
March 10, 23 and 31, April 14 and 28, May 28, 1910

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B. & O.

23d Street

Heart of the City

Steamship Piers

B. & O.

Liberty Street

Financial District

Communipaw

Jersey City



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Street Cars
between
23d St.
and
Grand
Central
Station

Black Line
Subway

.....
Dotted Line
Elevated

Surface
Lines

•
Local
Stations

○
Subway
Express
Stations

Bridge

Ferries
to
Brooklyn

LOWER HARBOR

"FINEST DAY TRAIN IN AMERICA"



ROYAL BLUE LINE

== THE ==

"Royal Limited"

**S P L E N D I D
A P P O I N T M E N T S**

THE best-appointed trains between Washington, Baltimore, Philadelphia and New York are those of the Royal Blue Line, leaving Washington "Every Odd Hour" and New York "Every Even Hour" during the day.

☐ All trains have Pullman service, and dining cars serve all meals.

☐ The finest train of the series is the "Royal Limited," making the run in each direction in **FIVE HOURS**.

☐ It is all Pullman, but no extra fare is charged. The cale-smoking, parlor and observation cars are superb, and an excellent table d'hôte dinner is served.

☐ Lighted by electricity throughout.

☐ Electric fans in all cars.

== THE ==

"Royal Limited"

**C O N V E N I E N T
S C H E D U L E S**

NORTHBOUND

Lv. Washington.....	3.00 pm
New Union Station.	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Union Station.	

BALTIMORE & OHIO

TO

Florida and Cuba

VIA

WASHINGTON

WITH

**STOP-OVER
PRIVILEGE**

FROM



Old Street in St. Augustine

New York, Philadelphia Baltimore

ROYAL BLUE TRAINS

"Every Even Hour" New York to Washington

In connection with fast winter trains of the

**SEABOARD AIR LINE
ATLANTIC COAST LINE
and SOUTHERN Railways**

LEAVING WASHINGTON

4.20 am	Atlantic Coast Line: "Atlantic Coast Line Express."
10.05 am	Seaboard Air Line: "Florida Fast Mail."
4.05 pm	Atlantic Coast Line: "Florida and West Indian Limited."
4.15 pm	Southern Railway: "New York and Florida Limited."
4.25 pm	Seaboard Air Line: "The Flamingo."
7.25 pm	Seaboard Air Line: "Year-Round Limited."
10.00 pm	Atlantic Coast Line: "Palmetto Limited."

BALTIMORE & OHIO

TO

RICHMOND, VA.

THROUGH PULLMAN

Drawing-room Parlor Cars

Daylight Runs

BETWEEN

New York Baltimore
Philadelphia Washington
and Richmond, Va.

DAILY, VIA

Baltimore & Ohio Railroad, Washington Southern Railway and
Richmond, Fredericksburg & Potomac Railroad

"NOON-DAY FLYER"

SOUTHBOUND

Lv NEW YORK, 23d St. Terminal.. 11.50 am
Lv NEW YORK, Liberty St..... 12.00 n'n
Lv PHILADELPHIA,
24th and Chestnut St. Station .. 2.17 pm
Lv BALTIMORE, Mt. Royal Station 4.16 pm
Lv BALTIMORE, Camden Station.. 4.30 pm
Ar WASHINGTON, Union Station.. 5.20 pm
Lv WASHINGTON, Union Station.. 5.50 pm
Ar RICHMOND, Elba Station..... 9.10 pm

"ROYAL LIMITED"

NORTHBOUND

Lv RICHMOND, Byrd St. Station.... 12.01 n'n
Ar WASHINGTON, Union Station.. 2.45 pm
Lv WASHINGTON, Union Station.. 3.00 pm
Ar BALTIMORE, Camden Station.. 3.44 pm
Ar BALTIMORE, Mt. Royal Station 3.52 pm
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Ohio

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EAST AND WEST



CALENDAR - 1910



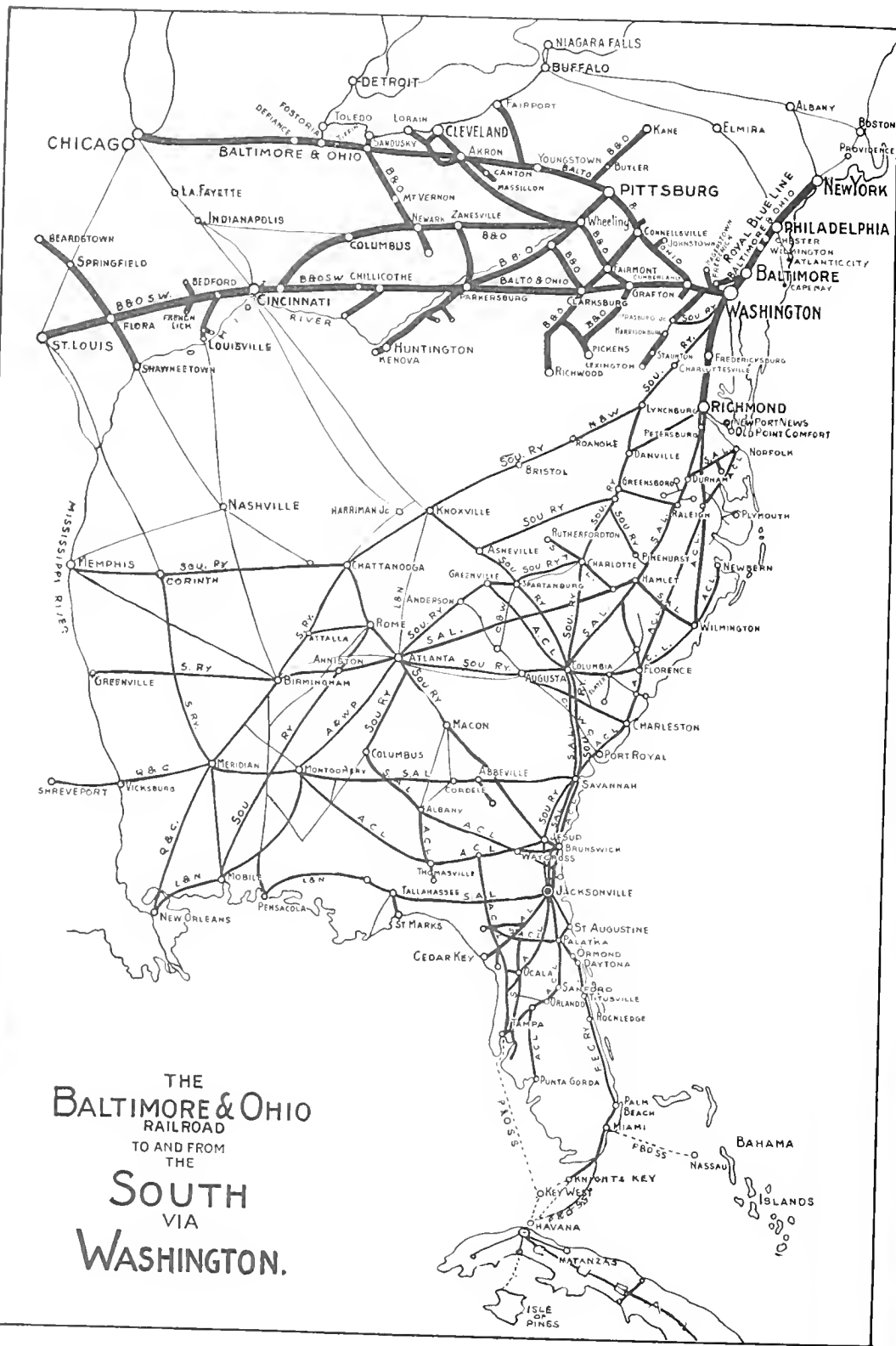
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BOOK OF THE ROYAL BLUE

FEBRUARY, 1910

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NEWARK
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ANCIENTS

This is a detailed historical map of Newark, New Jersey, titled "NEWARK OF THE ANCIENTS". The map shows the city's layout with a grid of streets, including Market Street, Centre Street, and various numbered streets. It also depicts the Delaware River, the Hudson River, and the New York City skyline in the background. The map is oriented with North at the top.

DIAGRAM SHOWING LOCATION OF MOUNDS AT NEWARK, OHIO

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

BY THE

PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD

WILLIAM ELLIOTT LOWES, EDITOR

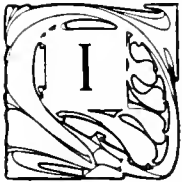
VOL. XIII

BALTIMORE, FEBRUARY, 1910

No. 5

The Mound Builders of Ohio

By H. C. COCHRAN



It may have been a train of fortuitous events, maybe a benign fate, that the Baltimore & Ohio Railway System entered into and developed that part of the Ohio River basin which was favored by the Mound Builders in their occupation.

As the traveler rides along from the mouth of the Licking River to the broader Muskingum at Zanesville, he may see at nearly every hilltop the signal mounds, which, by reason of numbers, tell of the unnamed thousands, even millions, who cleared the country and used its fertile valleys for grazing, agriculture and the construction of the mighty works which still remain in an imposing array for the speculation of the archaeologist, the paleontologist and the curious.

En route from the East the first point of interest is "Black Hand" (Toboso, Ohio), so named from a large hand cut in the sheer face of the cliff overhanging Licking River. The hand, eight feet from the tip of the thumb to the little finger, was blasted away by the engineers who constructed the Ohio canal in 1831.

A word on the geology of "Black Hand." The glacial epoch closed with an immense sandstone moraine across the present course of the river at that point, thus forming an immense lake, which when drained in subsequent ages formed the present Licking Valley. The primeval lake covered all of Licking and a good part of Fairfield, Perry and Franklin counties. The close of the epoch found the water tumbling over the

moraine in a waterfall which, in the subsequent ages, cut its way back the width of the moraine. The floods cut their way a distance of three miles or more and left immense sandstone walls on either side, which yet rise about seventy feet.

To the modern world this is only interesting in the fact that a steam railway, the Ohio canal and an electric road used the water-worn channel for ingress and egress to one of the more fertile valleys of Ohio.

To the Mound Builder it meant far more. His occupation included all of the basin of the Mississippi and from its remote corners he came here, the nearest point by water to the flint quarries six miles to the south. Just emerging from the stone age of his development the flint or chalcedony was indispensable to him. Some of his pioneer fellows placed the hand on the rocks to guide him, and his children after him, to the spot which furnished him with the implements with which he slew the beast of the field and incidentally his fellow man.

This story is limited and will permit but a meager description of the prehistoric workings. There are several deposits of flint in the middle country, but this is by far the greater and the more sought after by the early but practical lithologist. It has a fine texture and when freshly taken from the ground, at a depth of from ten to eighty feet, was easily worked into knives, spears, axes, scrapers, flakes, and other of his primitive tools. Many hundreds of acres were mined over by the primitive digger. In the bottom of some of the pits are yet preserved his tools, including large stone hammers weighing 150 pounds. Tools

made from flint taken from these quarries are found distributed from Wisconsin to the Gulf of Mexico, and as widely as the basin of "The Father of Waters."

The workings present a strange appearance to the modern scholar who visits them. Many of the ancient mines are filled with water and nearly all have partly silted full with the leaves of the forest which has grown since the last digger departed. The mine district covers an area eight miles long by a half mile wide. Some of the mines are dry and in their exploration pieces of the tools have been found with shreds of the clothing of the workmen. A conservative and well-informed writer says the work there required the efforts of one thousand men ten years for its accomplishment. It is a very careful estimate and one probably based on the results which would have been accomplished by modern miners with good tools.

A peculiar fact is noticed in connection with the mines. While the whole country around is covered with the evidences of the war-like character of the Mound Builders, none occurs within a radius of several miles of the mines. Only one inclosure is to be found on "Flint Ridge," and it was probably a ceremonial one. Again, no finished tools are found about the "shops" among the mines. The block of stone or the unfinished tool was carried away to be finished at the home of the artisan.

But "Flint Ridge" gives the reader but a partial idea of the Mound Builder as a lithologist. In many places in the county, where not either wantonly torn down or used for modern walls, much of their peculiar stone work yet remains.

About twelve miles south of Newark and within a mile and a half of the tracks of the Shawnee division of the Baltimore & Ohio road, is a remarkable piece of stone cutting by these people, which has nearly escaped the eye of men learned in the study. A circular fort on a stone cliff overhanging a stream of water has a frontage on the cliff. At the exposed side no walls are raised, but it is defended by galleries cut in the sandstone on a plan puzzling to the strategists of historic times. Near it are several stone mounds and a great number of earthen ones. Some idea of their size may be gained by saying that two of the stone mounds were taken by the State in 1852 to strengthen a menaced wall in Buckeye Lake, then used as a reservoir for the canal,



AN EARTHEN MOUND

and the stone taken from the mounds made a wall three and a half miles long, with an average width of fourteen feet. Of the two mounds yet remaining, one measures 180 by 50 feet and 18 feet high; the other 150 feet long, 40 feet wide and 20 feet high. Many of the mounds have been tampered with, and not always by well-informed persons, but many still remain intact, except for the wear of the ages.

One opened near Jacksonstown contained a coffin hewn from a solid log, and with the remains of some person of prominence in the race departed. Beside it was a quantity of fine relics in bone, stone, shell and copper. Many of the mounds contain quantities of pearls gathered from the mollusks which abound in the glacial streams of Ohio. The Mound Builder appreciated them as ornaments, boring holes in them and using them as beads.

Another interesting mound and one preserved from the curious is the earthen one at Fairmont, six miles southeast of the city. The hill on which it stands is the property of the Fairmont church society (Presbyterian). It crowns one of the higher hills of the county, is of the "signal" variety, and, with one in the north suburbs of this city and another at Black Hand, forms a triangle, and lights on one are seen on the others. By the recent United States topographical survey of this county, the hill on which the Fairmont mound stands rises 1,183 feet above sea-level. It is 100 feet in diameter, circular and yet stands thirty feet from the natural top of the hill. Sunken places in the top and sides of the mound indicate that it was used as a place of sepulture by the original builders and the bodies were inclosed in cysts of wood or in open stone work, into which the overlying earth has settled.

Nearly the entire site of the city of Newark was and is yet covered with the central works of these people. Earthen circles, octagons, squares and parallel walls still attest the fact that this valley was the central culture of the Mound Builder occupation. They were first seen by settlers from the East in the latter part of the eighteenth century. Fully half and all of the west part of these works remain. The "Old Fort," now the property of the Licking County Agricultural Society, is a circular inclosure just a few feet short of a mile and with an opening at the eastern part of the work. Covered with about half of the original timber, the walls average about fifteen feet high in the lower portions and more at the entrance. Oaks, several centuries old, standing on the walls are the best evidence of its antiquity. A moat runs around on the inside, which, after digging away the silt of the centuries, shows that it was paved with boulders. The moat on the inside is puzzling to strategists. Exactly in the center of the "Old Fort" is one of the two effigy mounds in Ohio, an eagle with outstretched wings, and on it the remains of an altar were found.

Here may be remarked the fact that because so many of these works open to the east is taken by some speculators to indicate that the builders were sun-worshipers.

Two parallel walls connect the "Old Fort" with a pair of concentric circular walls about a quarter of a mile to the north, and they in turn are similarly connected with the "octagon," about the same distance to the west. It in turn is connected with a large circle, a little less in area than the "Old Fort," and these two inclosures, with the 125 acres around them, have been donated to the State as a permanent encampment ground for the State militia. Inci-

dentally, the State only occupies it in the spirit, but it preserves it from destruction. A part of the circle is covered with the timber which grew after the works were deserted by their builders.

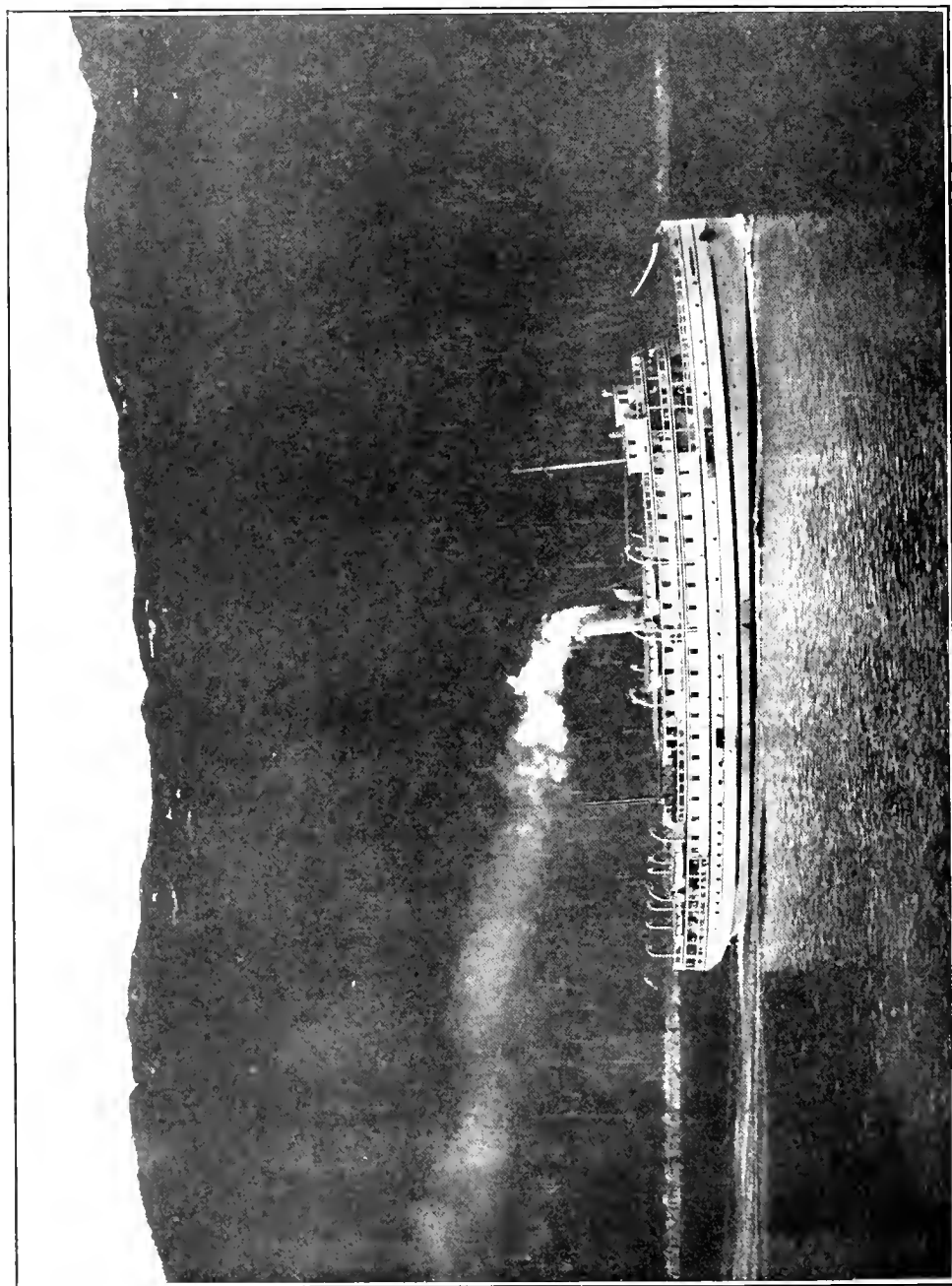
At the most western part of the last-named circle stands an artificial hill, a part of the circle. It rises thirty feet from the level of the alluvial plain in which they all stand and is crowned by a vigorous growth of timber. Tradition has it that the priest of the race once climbed it to administer the religious rites of the strange and forgotten race, and receive the last kiss from his departing god.

The middle portion of the system of works contained a square, which was seldom found in their remains. It occupied the present site of the Newark Gearwood plant and the Jewett Car Company and was one of the larger inclosures of the system. Ordinarily the works consist of circles, octagons, parallel walls and individual mounds, and it indicates a condition of civilization a little above that of the Kafirs of South Africa, who had just reached the development which made the building of circles and octagons possible.

Another large circle, still larger than the ones described, stood on the present site of the Wehrle Stove Works. An idea of its cubic contents may be gained from the fact that it was used to construct the fill for the Baltimore & Ohio double track, as it crosses the entire Raccoon Valley at that point.

An early historian of Ohio wrote in the early '40s that a pair of parallel walls connected this system with similar works in the valley lying between the Miami rivers. Upon this point, however, engineers disagree, though many of them claim to be able to trace the walls.





IN THE SHADOW OF THE PINE-CLAD SHORE

(North of Parallel Forty-nine)

North of Parallel Forty-nine

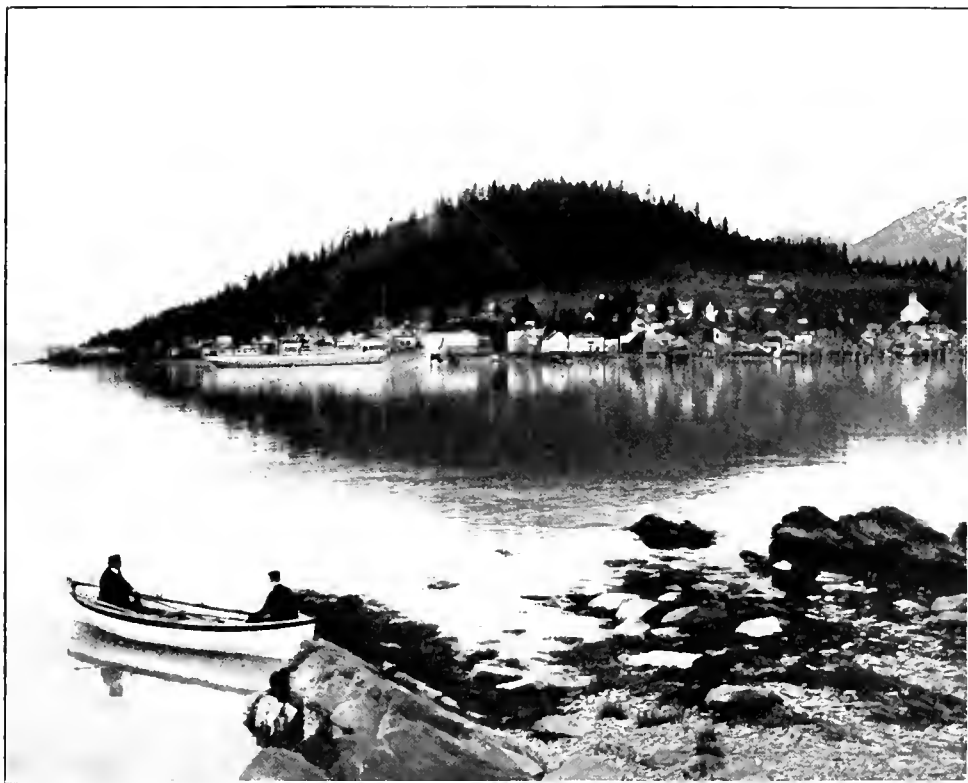
A Trip to Alaska, via the Inner Passage—No. III

By H. F. BALDWIN, in "Southwestern's Book"



PORT SIMPSON, but a few miles north of Prince Rupert, is the last stop in British territory, on the northbound trip, and after the excitement of the "boom" town, it was too tame to make much of an impression on us.

Oysters are proverbially quiet, but the ones in question, while not noisy, according to the conversation carried on between the ship and the shore across the gang plank, which happened to be placed near our stateroom, were noisome. The consignee refused to receive them and the ship refused to take them back, and while not



WRANGEL, ALASKA

Ketchikan is the first Alaskan town, but we arrived there both north and south bound at an unseasonable hour, and as the ship stopped but a few minutes to discharge and take on passengers, we did not get to see much of this really important town, as Alaskan cities go. In fact, we might not have known when we reached Ketchikan had it not been for a case of cove oysters.

interested enough to get up and see, think it resulted in the ship pulling out and leaving the oysters on the dock, but it really did seem to be an unfair discrimination that quiet oysters, canned and boxed, and easily confined in the hold should have been refused passage, while so many noisy "lobsters," who needed "canning," were allowed to roam all over the ship at will,

destroy your appetite at the table, and get between you and all the choice bits of scenery. Doubtless if this had happened south of parallel forty-nine, and the oysters had complained of "discrimination," to the Interstate Commerce Commission, that body would have championed their cause and seen that the poor dumb oyster was placed on a parity with other crustaceans, raw or half-baked.

There are two international complications on the Alaskan trip; one is that the Canadian boats, on account of custom duties, carry little or no freight for American ports (excepting such through freight which is transshipped, in bond, to points in Canadian territory) and in consequence their stops at the American ports are very brief, and through passengers have little or no opportunity for seeing these towns, while on the other hand the American ships make just as brief stops at British Columbian ports. There is no appreciable difference in the rate in using one line north and the other south bound, but this entails a somewhat indefinite layover at Skagway and, in the busy season, a chance of getting unsatisfactory accommodations on the southbound ships.

The other complication is in the use of postage stamps; unless you keep a map before you, or are certain of your territory, you are likely to go ashore and drop mail, with American stamps affixed, in a Canadian postoffice, or with Canadian stamps attached, into an American postoffice, and in either case, it is treated in the same manner as if no stamps were placed on it, i. e., it is destroyed and your friends will look skeptical when you return home and tell them of the cards and letters you mailed them en route. There is the alternative of mailing them on shipboard, where the purser will sort them according to the stamps affixed, but the chances are, knowing that the ship he is on is likely to be the first to reach the railway postal service of either country, he will carry them for the round trip and mail them in a lump at the southern termini, and the letters which you proudly dated at various points along the coast, and expected to bear Alaskan postmarks, will all bear Vancouver or Seattle postmarks, and unless your friends have an immense amount of confidence in your integrity and veracity, they are likely to class you with Dr. Cook, and make sarcastic allusions to the mythical northern lodge-room of the Ananias Club.

Wrangel is the next stopping point. The town is named for Baron von Wrangel, a famous explorer, and the Russian governor of Alaska, in the early '30s, and not from any disposition on the part of the inhabitants to be unduly contentious. On the contrary, it seemed to be an unusually peaceful village, but this may have been because nearly all the men were away from home at the fishing grounds. We went into one general store whose comprehensive stock included bibles and freshly-taken bear pelts, and the proprietor informed us on account of this yearly exodus he was badly in need of a clerk, and insinuated if we liked the looks of things we could easily arrange to stay in Wrangel indefinitely. When we got outside I asked Mrs. K. if this was a proposal of marriage or an offer of a job, or both, and if so, which one it was intended for. On account of its indefiniteness on those vital points (and for other reasons) we decided not to pursue the subject.

Wrangel is a town of considerable importance in Alaskan history. It was established by the Russians as a fur-trading post in 1825, on account of which they had a clash with the Hudson Bay Company which came near precipitating serious trouble between Russia and Great Britain. The matter was settled by Russia paying an indemnity and leasing to the Hudson Bay Company the strip of territory extending along the coast of British Columbia from Dixon's Entrance to the southern border of Alaska, known as the *lisiere*, or thirty-mile strip, through which Canada so much desired a passage after the discovery of gold in the Klondike.

After Alaska became the property of the United States, Wrangel was made a military post, and two companies of United States soldiers garrisoned there, rather extensive barracks being built for their occupancy and on this account the town is still known as Fort Wrangel. The post was abandoned in 1870, the buildings sold to private individuals, and are now nearly all destroyed, one small building remaining, which we were told is now used as the city prison. Judging from its appearance, it would not be safe to incarcerate a really unscrupulous malefactor therein when an excursion steamer was in port, as he might be tempted to dispose of the village bastille, in its entirety, to some souvenir-hunting tourist as a curiosity.

When the Klondike mines were first

opened a route led to that region by way of the Stikine River, which empties into the sea near Wrangel, across Lake Teslin and down the Hootalinqua River to the Yukon. The town then experienced another "boom" and was the scene of much activity and excitement, but the portages between the rivers and lakes were too long and difficult to be practicable and it was soon abandoned in favor of the shorter but more difficult route via the Chilkoot or

and in Upper British Columbia, and for this reason we had several hours at our disposal in which to visit the town, purchase Indian baskets, moccasins, miniature totems, raw furs, berries or "Alaskan diamonds."

These latter deserve special mention, as they number among the surprises and disappointments of this very surprising country. They are in reality immense garnets, and when the mine was first discovered



JUNEAU, THE CAPITAL CITY OF ALASKA

White Pass and the town fell back to its former quiet existence.

Wrangel is now a town of some 800 to 1,000 inhabitants and is a Paradise for tourists and big-game sportsmen. Its climate is delightful and the growing of fruit and berries, particularly the latter, is a much more profitable occupation than mining, although there are some paying gold, silver and copper mines in the vicinity, likewise valuable timber and fine fishing grounds.

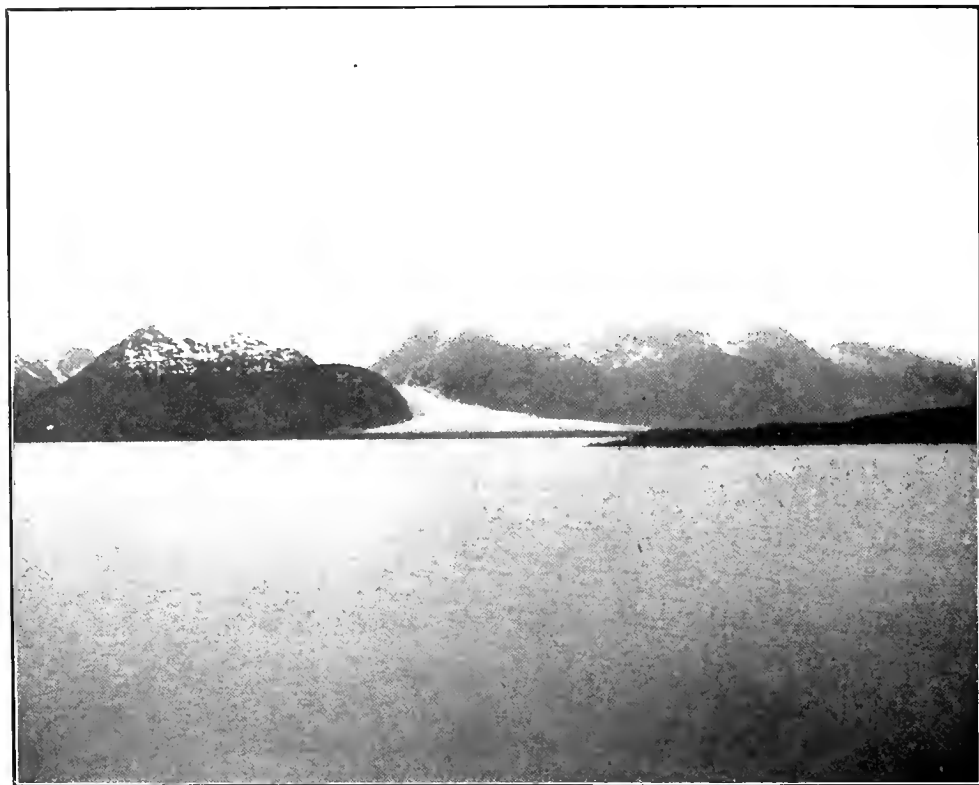
A considerable amount of freight is here transhipped for points on the Stikine River

it was thought it would double discount in value any gold mine in Alaska, for the stones were the largest ever found, ranging in size from a small pea to a hickory nut and the shale foundation was thickly studded with them, but, alas, never a clear, unclouded, flawless crystal has as yet been found, and the stones are, therefore, practically valueless, except as curiosities or cabinet specimens.

Very recently a company, composed of St. Paul and Minneapolis women, has been formed, which purposes mining and prepar-

ing the stones in the form of paper weights, specimens, etc., also mounting the smaller ones as stick and hat pins. At the time of our visit they had just opened an exhibition room in Wrangel, and also had a display of their goods at the Seattle Exposition. The mine proper is located a few miles in the interior, back of Wrangel. The ladies in charge of the exhibit were very courteous and enthusiastic over their enterprise, until we asked why the participants in the scheme

citizens and mongrel dogs abroad in the streets. In daylight and under sunny skies, Juneau would doubtless be attractive, for its location is extremely beautiful and picturesque. Mount Juneau, thickly wooded well to its summit, rising almost sheer from the sea to a height of 3,000 feet, forms a background for the city, which is plastered up against its foot, under its overhanging shadow, like a swallow's nest under the eaves of a barn. The average rise of ground



THE DAVIDSON GLACIER

were limited to the feminine sex. In reply they only smiled and shook their heads and shut up like clams, and we were left to infer that the men of the Twin Cities are so full of flaws that the Alaskan garnets seem perfect by comparison.

Our visit to Juneau, the capital of Alaska, was not very satisfactory. We arrived early in the morning, about the time people were getting out of bed. It was drizzling rain, the streets were slimy, and the few stores open had a frowzy appearance, which was borne out by the few frowzy, half-awake

in Juneau is one foot in ten, and within the city limits there is not one naturally level spot 100 feet square. The streets are narrow and winding, and rise sharply in terraces, one above the other, while the roadways are trestles, plank covered. The houses hang on the side of the mountain, like bird cages on a wall, and are reached by flights of steps so long and steep it must require a clear head and strong legs to reach them. The capitol is on a hill quite a distance above the town, and is an example of faith rewarded, for this eminence was named

"Capitol Hill" while the seat of government was at Sitka, and no immediate prospect of its being removed from that point. The governor of Alaska and other federal officers live at Juneau, and it has a floating population of 2,000 to 3,000, according to the season of the year.

The Gastineau Channel, quite narrow at this point, separates Juneau and the mainland from Douglas Island, on which is located the stamp mills and dwellings of the employes, numbering some 3,000, of the great Treadwell gold mine, the largest quartz mine in the world. Gold was discovered in this region in 1880 by Joseph Juneau, for whom the mountain and town are named. A year later it was discovered on Douglas Island, and John Treadwell very reluctantly took some of the original claims staked out thereon, and which formed the nucleus around which the great Treadwell mines have developed, in payment for a bad debt. To-day over 2,000 stamps, each one dropping on an average of ninety times per minute, operate continuously, days, nights and Sundays, stopping but twice per year, Christmas and Fourth of July. The shafts are sunken to a depth of 700 to 900 feet, one of them being directly under the Gastineau Channel, and while the ore is of a very low grade, averaging less than \$2.00 per ton, yet it is estimated that the net income to the owners, from the four mines located on the island, averages \$6,000 per day. The island is about twenty-five miles long, and seemed to be brilliantly lighted with electricity from end to end, but the rain and mist were so thick both times we passed, we could not see even the faintest outlines, and it looked like a big bright city imprisoned under a heavy ground-glass dome, through which only the combined rays of millions of electric bulbs could penetrate.

Vessels drawing more than three feet of water cannot pass through the Gastineau Channel, so the "Princess" had to retrace her course around the southern end of Douglas Island, thence head due north into the fifty-five-mile-long Lynn Canal, the last lap of the course via the Inner Passage.

The last two days of the trip we had visible evidences that we were nearing arctic regions in the form of icebergs and glaciers, but there was very little change in the temperature. Possibly the wind blowing across the ice fields had a keener edge to its breath, but the sun was bright and warm,

and when sheltered from the breeze, or when the boat was not in motion, heavy wraps were superfluous.

The glaciers were something stupendous—mile upon mile of pearl-white ice, filling an entire valley as far back as the eye, even when assisted by a powerful marine glass, could see. The snows of unnumbered seasons continually press the mass forward, inch by inch, until it reaches the sea, there to melt as the warm Kuro Siwo, or Japan Current, laves its borders, or breaks off and floats out to sea in the form of icebergs. We saw no very large icebergs, but there were numbers of them floating around, their tops rising to a considerable distance above the blue-gray water, gleaming white and a luminous exquisite blue, so deep and beautiful it hurt, not one's eyes, but one's heart to look at it. It must have been a blue like this which Lafcadio Hearn, in his "Azure Psychology," likens to a "soul made visible through which there may somehow quiver back to us out of the Infinite something of all the aspirations of the ancient faiths, and the power of the vanished gods, and the passion, the beauty of all the prayers ever uttered by the lips of men."

The trip through the Lynn Canal is exquisitely beautiful, all the way, and of itself would repay one for the voyage. The water is clear, calm and sparkling; there are practically no inlets along the shores, but the mountains rise out of the sea, sometimes in grand upward, pine-clad sweeps, down the sides of which little brooks have started trickling merrily to meet the dark blue water below, but have been touched en route by the powerful hand of the Frost King and transformed into miniature glaciers, down which the frost fairies might delight to toboggan, sometimes in bold cliffs and palisades, reaching up to crowning domes of perpetual ice and snow.

"There where the mighty mountains bare
their fangs unto the moon;
There where the sullen sun-dogs glare in
the snow-bright bitter noon,
And the glacier-gutted streams sweep
down at the clarion call of June."

There where the northern end of the Lynn Canal is reached, the trip to Alaska, via the Inner Passage, is ended. Like a grand Wagner chorus, rising in stately progressions of harmony, wider and deeper, until it ends in a climax of clanging chords which reverberate in the memory forever, so the North Pacific coast scenery, for the

entire thousand miles, grows grander and wilder, and appeals more strongly, until the climax is reached in this land-locked harbor, engirdled by the majestic snow-capped mountains.

And yet *Alaska* has but just been reached. Where these darkling waters end amid the

snow-clad mountain fastnesses, the trip *into* Alaska begins, for here in Skagway, "The Home of the North Wind," the gateway to the terrible old "Heart-Break Trail," which led across the frowning mountain barrier to the Eldorado beyond, where the rivers ran over sands of gold.

The First Airship Transportation Company



It is reported a German airship company has actually been formed, the necessary money, which was nearly three-quarters of a million dollars, being more than subscribed.

The stock was taken in Hamburg, Frankfort and Munich, while in Baden-Baden, the city itself was a heavy subscriber.

It is the purpose of the company to carry passengers in airships. Airship stations are to be established at Hamburg, Leipsig, Munich, Mannheim, Elberfeld, Essen, Stuttgart, Cologne and Dusseldorf. It is expected that the first two airships, to be named, respectively, Zeppelin IV and Zeppelin V, will be finished in April and June, respectively, and if the airship station in Frankfort is completed by that time the air journeys will start from Frankfort. Otherwise passenger trips will start from Friedrichshaven, the original and, indeed, the present station of Count Zeppelin's ships. The first halting place after Friedrichshaven will be Baden-Baden, and the

next station will probably be Hamburg. The ships to be built for the German Airship Company will be specially constructed for the transport of passengers and will be supplied with three gondolas, so as to afford room for a number of passengers. They will greatly exceed in size the Zeppelin dirigibles. It is expected that forty persons can be taken on one trip.

Lawyers are already discussing the legal questions involved in journeying over the property of others. Customs officials are exercised over the dilemmas to which they will be subjected in guarding the frontier. Special attention is directed to the problem of how aeronauts are to determine their location at night or in a fog. An ingenious engineer has proposed for the convenience of those traveling at night a very complete network of signal lights, which will enable any aeronaut at some little distance above the earth's surface to determine his location with considerable precision. To such special signal lights, naturally, signals by bell or siren can be added, to be used in case of fog.

New York's Wonderful Bridges

Nowhere Else in the World Will You See So Many and So
Marvelous Types of Bridge Construction
as New York Boasts of

From "Fall River Line Journal"



NEW YORK is the city of marvelous bridges. Such a collection of bridges as New York already boasts is the most comprehensive in the world, and as the collection grows, no other city—past, present or future—can compare with it.

you will find plenty of specimens in New York. You will find many Old-World types like the high bridge over the Harlem, which is patterned after the Roman aqueduct over the Campagna. The Bridge of Sighs at the Tombs prison in New York is a replica of the kind of bridge which hangs over water canals in Venice. In New York, the Bridge of Sighs spans dry land.



THE BROOKLYN AND MANHATTAN BRIDGES IN THE FOREGROUND AND THE WILLIAMSBURG BRIDGE IN THE DISTANCE

Photo by Brown Bros. N.Y.
Courtesy N.Y.N.H.&H.R.R.

Bridges, as New York understands the meaning of the word, are nineteenth century inventions. The so-called "bridges" of old were aqueducts or viaducts—built to carry a road or stream over a depression. If you are interested in the study of bridges,

The history of bridges began when the first savage threw a branch across a stream and walked upon it, instead of wading through the water. He found the rude footpath convenient and safe, but it had many limitations, for it was not sufficiently

strong to span more than a few feet. Succeeding generations afterward discovered that strong, rope-like vines hung from elevated points on each bank of a stream and allowed to droop in a natural curve would support considerable weight at a considerable distance. So the suspension bridge came into being.

The Brooklyn bridge was begun in 1870 and opened to traffic in 1883, having consumed thirteen years in building, and cost \$15,000,000. Subsequent alterations have

his window by the aid of a telescope and, assisted by his wife, directed the progress of the work to its successful completion.

Just north of the Brooklyn bridge is the new Manhattan bridge. This is the greatest bridge of its type in the world, its cables being 259 feet longer and two and one-half inches larger in diameter than those of the Williamsburg bridge just north of it, which held the world's record before the completion of the Manhattan bridge.

The steel towers over which the cables



THE WILLIAMSBURG BRIDGE

Photo by Brown Bros., N. Y.
Courtesy N. Y. N. H. & H. R. R.

increased the cost to \$21,000,000. It is the third largest suspension bridge in existence.

The bridge was designed by John A. Roebling, the builder of the Niagara Falls suspension bridge and others. While engaged in the preliminary work he met his death. He was succeeded by his son, William A. Roebling, who in turn was injured by a fire in one of the caissons and became a permanent invalid. He was removed to a residence on the heights of Brooklyn, where, with indomitable resolution, he watched the details of the construction from

are swung are 345 feet high and are constructed on masonry piers which extend ninety-two feet below mean water level. Including the approaches, the bridge is 6,855 feet long. The main span is 1,740 feet long.

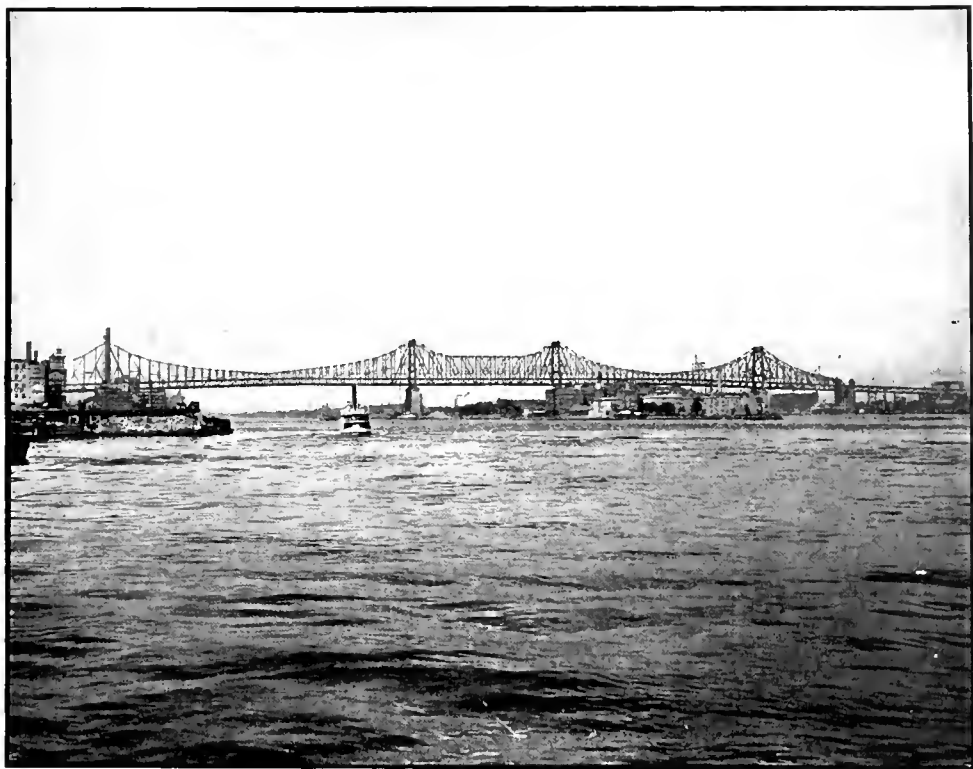
There is enough steel wire in the four big cables, if strung end to end, to reach around the world. These big cables weigh 6,300 tons.

It is provided with eight railroad tracks, four on the lower deck and four on the upper, having a traffic capacity of 200,000 passengers an hour, one way, or 400,000

passengers an hour east and west. The cost, including that of real estate, is something more than \$20,000,000.

The Williamsburg bridge, north of the Manhattan bridge, extends from Williamsburg, Brooklyn, to Grand Street, Manhattan. Before the building of the Manhattan bridge,

it was the greatest suspension bridge in the world, having a channel span of 1,600 feet and a length of 7,200 feet between terminals. The bridge is 118 feet wide and carries six trolley tracks, two roadways, two footpaths and two bicycle paths. Its cost was \$12,000,000.



THE QUEENSBORO CANTILEVER BRIDGE

Photo by Brown Bros., N.Y.
Courtesy N.Y.N.H. & H.R.R.

Bittersweet

By W. D. NESBIT, in Chicago "Post"

One would not take the rose
Because the thorn was there,
For that alone he chose
No blossom sweet and fair.
Yet every rose that blooms
Hides thorns that may bring pain;
To lose its rare perfumes
For that would be but vain.
More happy they who, night or morn
See but the rose, o'erlook the thorn.

One will not have the song
For silence at the end,
Yet through the ages long
The song and silence blend.
Though when the song be done
The stillness hold us fast,
'Twere better far than none,
An echo comes at last.
For when the song is dead, it seems
We hear it lilting in our dreams.

One would not want the smile
Because the sigh came, too,
Because each changing while
The sky was gray or blue.
How may he learn at length
That laughter brothers tears,
That weakness walks with strength
Adown the shifting years?
How may he learn that grief's alloy
Makes purer metal of his joy?

Of rose and smile and song,
Of hush and sigh and thorn,
Of mingled right and wrong,
The richer lives are born.
Of sunshine and of rain,
Of labor and of rest,
Of pleasure and of pain
Our lives come to their best.
The years are perfect wherein meet
The tonic bitter with the sweet.



MOUNTAIN LAKE PARK IN WINTER

Winter at Mountain Lake Park



O most persons the summer resort is a deserted place in between seasons—a sort of Nivni-Novgorod. This is true so far as outside appearances are concerned, but the period

in between seasons is really the heart of the whole summer program. Here it is that plans are laid and worked out for the more active season. Even before the season of 1909 closed the management of Mountain Lake Park was actively planning for 1910. Alert and active, its eye has ever been on the horizon to detect the appearance of all movements that promise an uplift for man in his march toward the better. As soon as these movements appear the superintendent of Mountain Lake Park Association gets in touch with their leaders and no effort is spared to have them secured for Mountain Lake Park. The season of 1910 already has bookings far in advance of any other season in the history of the park. From July to the first of September the conferences follow one another in close succession—at times overlapping. First there comes the Lord's Day Alliance Conference. This conference of the United Sabbath Societies of America will be held July 1st to 4th. Its program is being prepared by a committee consisting of its general secretary, Rev. Dr. Geo. W. Grannis, of New York, Dr. J. T. McCrory, of Pittsburg, Dr. T. F. Mutchler, of Philadelphia, Dr. Stanley, of Newburgh-on-the-Hudson, and Dr. W. W. Davis, superintendent of Mountain Lake Park Association. This conference will be composed of representatives of the various churches and other organizations interested in the preservation of the Sabbath.

It is the purpose of the National Lord's Day Alliance to make this conference a permanent feature of their activities. Mountain Lake Park has been selected as the permanent meeting place because of its loyalty to the Sabbath and its value to man. Following this conference comes the Interdenominational Camp Meeting, under the leadership of Rev. Joseph Smith, foremost among bible preachers. Dr. Joseph Smith will have a strong corps of the ablest preachers in America assisting him. This meeting will be largely attended by persons from the Eastern and Middle West States. Next comes the annual conference of the Home Mission and Church Extension Board. Associated with this conference will be the anniversary of the Woman's Home Missionary Society. This anniversary always commands the presence of the strongest speakers of the national society. Their national secretary, Mrs. Delia Williams, is always in attendance and is accompanied by one or more of the society's strongest speakers. Following this conference, the National Vigilance League, that is striking such sledge-hammer blows at the white slave traffic, will hold a three-day conference, July 19th to 21st. The program for this conference will be arranged by a committee of which Dr. O. E. Janney, chairman of the national league, will be chairman. Efforts will be made to have delegates from the boards of trade, the church organizations and other societies interested in the virtue of manhood and womanhood.

For years the aim of the superintendent of Mountain Lake Park Association has been to place at Mountain Lake Park a conference of Christian workers like that founded by Moody at Northfield. At last



TAKING ADVANTAGE OF WINTER TO PROMOTE SUMMER

his plans are about to be realized in the Christian Workers' Conference, to be held at Mountain Lake Park, July 22d to 31st, under the direction of Rev. Dr. Henry Ostrom, of Greencastle, Ind. Dr. Ostrom is associating with him in the work of this conference some of the strongest speakers on the American platform. From July 23d to 25th the Woman's Foreign Missionary Society will hold its anniversary. This society, under the direction of Mrs. C. W. Baldwin, is doing a splendid work. The achievements of this society will ever be a splendid memorial to the untiring zeal and devoted work of Mrs. Baldwin. Following the Christian Workers' Conference will come the Epworth League Institute. This institute becomes one in the chain of institutes now being held every year by the Epworth League Board of Control. Dr. E. M. Randall, general secretary of the Epworth League of the Methodist Episcopal Church, will have charge and is already selecting a faculty of strong men for his institute work. The exact date of this institute will be announced a little later on.

As usual, most of the month of August will be given to the Mountain Chautauqua. Dr. W. L. Davidson will arrange the program and be in charge of the platform. This announcement carries with it the assurance of a splendid program and is a great opportunity for all who spend their summers in the Mountain Top Beautiful. The exact dates have not as yet been decided on. Last year the first Interstate Good Roads Conference was held at Mountain Lake Park. It was so successful that steps were taken for a permanent organization. This was effected. Dr. John F. Goucher was elected president. With him as officers are associated Dr. I. C. White, first vice-president; Hon. Thos. Ireland Elliott, second vice-president;

Hon. C. Lloyd Ritter, third vice-president; Prof. Wm. Bullock Clark, fourth vice-president; Prof. A. B. Hulbert, fifth vice-president; Dr. W. W. Davis, corresponding secretary; W. A. Wheeler, recording secretary, and D. M. Dixon, Esq., treasurer. A strong executive committee, consisting of Hon. Howard Sutherland, author of the Good Roads Law of West Virginia, Hon. George C. Baker, Hon. John M. Tucker, chairman of the Maryland Highways Commission, Hon. G. S. Hamill and Hon. C. P. Light, highways commissioner of West Virginia, has been selected to co-operate with the officers. The executive committee has met and selected September 5th to 8th as the dates for the second annual conference of the Interstate Good Roads Association. A program committee has been appointed and is already at work on a strong program for this conference. Co-operating with this committee is Dr. L. W. Page, United States director of good roads, who will be present during the conference and deliver one of the evening addresses. However, all of the time of the superintendent is not given to program making or conference securing.

That the Mountain Lake Park Association may have the wherewithal to do the great work it is doing it must needs husband its resources and take advantage to turn every honest penny it can its way. Because of these, it is taking advantage of winter's cold and turning its ice crop into cold cash. For years it has secured the ice for the local supply from the lake, but last year a new Gifford-Wood undershot ice elevator was erected and so far this winter a harvest of about 8,000 tons of ice has been secured. Most of this is sold to the Baltimore & Ohio Railroad. Aside from the financial results to the association the ice cutting distributes about \$1,000 among

the working classes in the community. This elevator loads four cars at the same time and will load about fifty tons every working hour. We present some views that show the ice harvest in progress. In one of these views will be seen the ice plow. The ice is plowed twenty-two inches one way and thirty-four inches the other. This is sawed at distances of twenty to thirty feet

and floated down the channel three or four cakes wide. It is then split in strips a single cake wide. As these approach the elevator they are split into single cakes, caught by the hold bars and carried to the cars at the rate of about one ton of ice for every working minute. Wintertime then, while quiet for the place, is one of activity for the association management.

Cumberland

By ESTHER JACKSON WIRGMAN

Out of a mountain of limestone rock,
Hewn by a chisel of steel,
Carving the mighty, stony block
By power of steam and wheel,
Once in the pioneer days, long past,
Thou as the gateway stood,
Leading forth to a wilderness vast,
Unknown and unsubdued.
But a sure glory now thou must feel,
Stirring thy rugged breast.
Thou art the link of iron and steel
Joining the East and the West.

To the River Ocklawaha (Florida)

By GEO. E. TACK

Up the river Ocklawaha.

Where are mirrored tranquil skies,
Fair magnolia and palmetto,
Now my winged fancy flies.

River, somber and enchanting,
O'er whose waters cypress twine,
And where Spanish mosses cling,
Seem thy beauties most divine.

Through thy gleaming forest halls,
Flash the brilliant plumaged birds,
And are heard the echoed calls,
As of strange, mysterious words.

Are thy groves and banks so fair,
Of the earth, or do I dream?
Healing seems thy fragrant air,
And softly sings thy stream.

Oh, the weird and awesome sights,
See I as the torches gleam,
Passing all the wildest flights
Of the mind, or fancy's dream.

And the shadows seem to creep
Down thy stately columned shore,
Where the wood-nymphs quiet sleep
On the flower-scented floor.

Now the crystal spring I see,
And into its depths I gaze,
For its secrets are to me
Known and read as Nature's ways.

Wondrous are thy banks and skies,
Ocklawaha, glorious stream!
Prelude to God's Paradise,
Where life's deathless waters gleam.



Stub Ends of Thought

By ARTHUR G. LEWIS.



PITY others, but never despair about yourself.

THERE is always a way open in the right direction.

THE most fatal of all faults is that of willful ignorance.

IT is the unexpected temptation that tests our strength.

WE are all incompetent to solve conditions beyond to-day.

NOTHING can hold back energy but self-imposed restriction.

NEVER surrender your independence until you have established it.

ENVIRONMENT regulates morality only so far as we permit it to do so.

NEVER ring a misleading bell; you may have to answer it yourself.

SELF-RELIANCE is a beautiful virtue, just within the circle of conceit.

THE question of poverty is seldom answered to our own satisfaction.

THE versatility of thought is impaired by dwelling too long on the same mental lines.

HUMILITY is a form of suppressed energy held in control by a knowledge of self.

THERE is no supreme love save that born of unselfishness and fostered by sacrifice.

LET us all labor and unite towards the production and development of the best things.

THE measure of executive ability is regulated by the power to organize and the strength to control organization.

WE should never permit the undesirable memories of yesterday's regrets to hold us back from the hopes of to-day.

AFFECTION never reaches its completion until it constitutes a partnership of two lives, with one heart and a single purpose in all things.

A de luxe edition of Mr. Lewis' work in book form (107 pages), bound in limp leather, and silk lined, will be forwarded, postpaid, upon receipt of \$1.00, by THE BOHEMIAN SOCIETY, Norfolk, Va.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOVEMBER 21, 1909.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 8 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
Lv. WASHINGTON, NEW UNION STA.	7.00 AM	9.00 AM	9.00 AM	11.00 AM	1.00 PM	3.00 PM	5.00 PM	8.00 PM	12.15 AM	2.62 AM
Lv. BALTIMORE, CAMDEN STATION	7.55 AM	9.50 AM	9.50 AM	11.50 AM	1.55 PM	3.48 PM	5.00 PM	8.00 PM	1.15 AM	3.46 AM
Lv. BALTIMORE, MT. ROYAL STATION	8.00 AM	9.54 AM	9.57 AM	11.54 AM	1.59 PM	3.52 PM	6.06 PM	9.06 PM	1.26 AM	3.51 AM
Ar. PHILADELPHIA	10.15 AM	11.50 AM	12.11 PM	2.02 PM	4.05 PM	5.50 PM	8.19 PM	11.50 PM	3.50 AM	6.00 AM
Ar. NEW YORK, LIBERTY STREET	12.35 PM	2.00 PM	2.30 PM	4.15 PM	6.30 PM	8.00 PM	10.40 PM	3.17 AM	6.35 AM	8.32 AM
Ar. NEW YORK, 230 STREET	12.45 PM	2.10 PM	2.40 PM	4.25 PM	6.45 PM	8.10 PM	10.60 PM	6.33 AM	7.00 AM	8.43 AM
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOVEMBER 21, 1909.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 "ROYAL LIMITED" DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
Lv. NEW YORK, 280 STREET	11.50 PM	AM	AM	AM	AM	PM	PM	PM	PM	
Lv. NEW YORK, LIBERTY STREET	1.30 PM		7.60 AM	8.50 AM	11.50 AM	1.50 PM	3.50 PM	6.50 PM	8.50 PM	
Lv. PHILADELPHIA	4.16 PM	8.15 AM	10.17 AM	12.30 PM	2.17 PM	4.16 PM	6.12 PM	8.31 PM	9.21 PM	
Ar. BALTIMORE, MT. ROYAL STATION	6.45 PM	10.50 AM	12.15 PM	2.43 PM	4.16 PM	6.09 PM	8.09 PM	10.50 PM	11.23 PM	
Ar. BALTIMORE, CAMDEN STATION	6.50 PM	10.55 AM	12.30 PM	2.47 PM	4.20 PM	6.13 PM	8.13 PM	10.55 PM	11.27 PM	
Ar. WASHINGTON, NEW UNION STA.	7.50 PM	11.46 AM	1.20 PM	3.50 PM	5.20 PM	7.00 PM	9.00 PM	12.00 AM	12.22 AM	
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOVEMBER 21, 1909.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	NOTE.	
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	8.50 PM			
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	8.00 AM	1.30 PM	7.00 PM			
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.16 PM	9.21 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.46 AM	11.23 PM			
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM			
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	6.30 PM	9.10 PM	12.40 AM	1.27 PM	8.10 AM	12.30 AM			
Ar. DEER PARK HOTEL										
Ar. PITTSBURG			6.45 AM		9.40 PM	6.25 PM	8.50 PM	Lv 5.25 PM		
Ar. OLEVELAND			12.00 PM							
Ar. WHEELING (EASTERN TIME)		6.35 AM				8.00 PM		Lv 5.16 PM		
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						9.26 PM		
Ar. OHIOAGO		6.15 PM			9.46 AM			7.30 AM		
Ar. OINOINNATI	8.06 AM			5.35 PM		1.46 AM				
Ar. INDIANAPOLIS	11.25 AM			12.10 AM		11.25 AM				
Ar. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM				
Ar. ST. LOUIS	5.50 PM			7.28 AM		1.40 PM				
Ar. OHATTANOOGA				8.16 AM		7.56 PM				
Ar. MEMPHIS	11.25 PM			8.45 AM						
Ar. NEW ORLEANS	10.55 AM			8.16 PM						

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOVEMBER 21, 1909.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM DAILY	No. 14 EXPRESS DAILY			
Lv. OHIOAGO			5.40 PM	10.40 AM			8.30 PM			
Lv. COLUMBUS				7.00 PM						
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.26 AM						
Lv. OLEVELAND			7.30 PM		3.00 PM		10.50 AM			
Lv. PITTSBURG			8.10 AM		10.00 PM					
Lv. ST. LOUIS	* 9.00 AM	1.45 AM				6.00 PM	1.16 PM			
Lv. LOUISVILLE	2.10 PM	8.10 AM				9.28 PM				
Lv. INDIANAPOLIS	3.10 PM	* 4.55 AM				2.30 AM				
Lv. OINOINNATI	* 6.35 PM	12.15 PM				4.55 AM				
Lv. NEW ORLEANS		9.15 AM				8.00 AM				
Lv. MEMPHIS		8.35 PM				7.10 PM				
Lv. OHATTANOOGA		9.45 PM				6.35 AM				
Lv. DEER PARK HOTEL										
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM			
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM			
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	5.00 AM	3.50 AM			
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.35 AM			
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM			

NOTE—On Sundays only train No. 4 leaves St. Louis 1.00 a. m.
Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Pullman Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Cars Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Pullman Broiler-Buffet and Smoking Room Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Belleaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Pullman Broiler Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Pullman Broiler Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Pullman Broiler Drawing Room, Smoking Room Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

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BOSTON, 256 Washington Street, H. B. FAIROAT, New England Passenger Agent, T. K. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
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Below 46th Street

B. & O.
23d Street
Heart of the City

Steamship Piers

B. & O.
Liberty Street
Financial District

Communipaw
Jersey City



X
Street Cars
between
23d St.
and
Grand
Central
Station

Black Line
Subway

Dotted Line
Elevated

Surface
Lines

Local
Stations

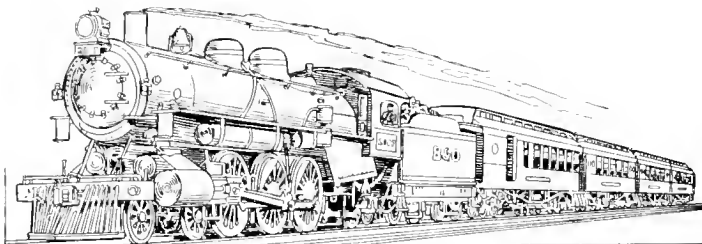
Subway
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Stations

Bridge

Ferries
to
Brooklyn

LOWER HARBOR

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— THE —

"Royal Limited"

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☐ All trains have Pullman service, and dining cars serve all meals.

☐ The finest train of the series is the "Royal Limited," making the run in each direction in **FIVE HOURS**.

☐ It is all Pullman, but no extra fare is charged. The cafe-smoking, parlor and observation cars are superb, and an excellent table d'hôte dinner is served.

☐ Lighted by electricity throughout.

☐ Electric fans in all cars.

— THE —

"Royal Limited"

**C O N V E N I E N T
S C H E D U L E S**

NORTHBOUND

Lv. Washington.....	3.00 pm
New Union Station.	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Union Station.	

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AND THE

SOUTH

Winter Tourist Rates

FROM ALL POINTS
ON THE

BALTIMORE & OHIO

SPECIAL TOURS

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 = { February 28 Atlantic Coast Line

From New York
" Philadelphia
" Baltimore
" *Pittsburg
" *Wheeling
" *Parkersburg

February 15 Southern Railway
March 1 Atlantic Coast Line

*** Tickets also sold one day earlier.**

VIA **WASHINGTON**
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TO

Florida and Cuba

VIA

WASHINGTON

WITH

**STOP-OVER
PRIVILEGE**

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Chicago, Cleveland Akron, Pittsburg

Through Vestibuled Trains to Washington

In connection with

FAST WINTER TRAINS

of the

**SEABOARD AIR LINE
ATLANTIC COAST LINE
and SOUTHERN Railways**

LEAVING WASHINGTON

4.20 am	Atlantic Coast Line: "Atlantic Coast Line Express."
10.05 am	Seaboard Air Line: "Florida Fast Mail."
4.05 pm	Atlantic Coast Line: "Florida and West Indian Limited."
4.15 pm	Southern Railway: "New York and Florida Limited."
4.25 pm	Seaboard Air Line: "The Flamingo."
7.25 pm	Seaboard Air Line: "Year-Round Limited."
10.00 pm	Atlantic Coast Line: "Palmetto Limited."

BALTIMORE & OHIO

TO

Florida and Cuba

VIA

WASHINGTON

WITH

**STOP-OVER
PRIVILEGE**

FROM



Old Street in St. Augustine

New York, Philadelphia Baltimore

ROYAL BLUE TRAINS

"Every Even Hour" New York to Washington

In connection with fast winter trains of the

**SEABOARD AIR LINE
ATLANTIC COAST LINE
and SOUTHERN Railways**

LEAVING WASHINGTON

4.20 am	Atlantic Coast Line: "Atlantic Coast Line Express."
10.05 am	Seaboard Air Line: "Florida Fast Mail."
4.05 pm	Atlantic Coast Line: "Florida and West Indian Limited."
4.15 pm	Southern Railway: "New York and Florida Limited."
4.25 pm	Seaboard Air Line: "The Flamingo."
7.25 pm	Seaboard Air Line: "Year-Round Limited."
10.00 pm	Atlantic Coast Line: "Palmetto Limited."

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New York Baltimore
Philadelphia Washington
and Richmond, Va.

DAILY, VIA

Baltimore & Ohio Railroad, Washington Southern Railway and
Richmond, Fredericksburg & Potomac Railroad

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SOUTHBOUND

Lv NEW YORK, 23d St. Terminal.. 11.50 am
Lv NEW YORK, Liberty St..... 12.00 n'n
Lv PHILADELPHIA,
24th and Chestnut St. Station.. 2.17 pm
Lv BALTIMORE, Mt. Royal Station 4.16 pm
Lv BALTIMORE, Camden Station.. 4.30 pm
Ar WASHINGTON, Union Station.. 5.20 pm
Lv WASHINGTON, Union Station.. 5.50 pm
Ar RICHMOND, Elba Station..... 9.10 pm

"ROYAL LIMITED"

NORTHBOUND

Lv RICHMOND, Byrd St. Station.... 12.01 n'n
Ar WASHINGTON, Union Station.. 2.45 pm
Lv WASHINGTON, Union Station.. 3.00 pm
Ar BALTIMORE, Camden Station.. 3.44 pm
Ar BALTIMORE, Mt. Royal Station 3.52 pm
Ar PHILADELPHIA,
24th and Chestnut Streets..... 5.50 pm
Ar NEW YORK, Liberty Street 8.00 pm
Ar NEW YORK, 23d Street 8.10 pm

New York to Richmond Only 9 Hours and 10 Minutes
Richmond to New York Only 8 Hours

ONLY 5 HOURS

FROM

Washington to New York

ON THE

FAMOUS "ROYAL LIMITED"—ALL-PULLMAN TRAIN

No Extra Fare Other Than Regular Pullman Charge



Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1910



JANUARY							FEBRUARY							MARCH							APRIL							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
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30	31																											
MAY							JUNE							JULY							AUGUST							
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8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20	
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
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11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17	
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							30	31																				

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1910**

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Convention**

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Through all Gateways

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Splendid Trains of the

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Baltimore and Washington**

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By High-Standard Through Trains

Between

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Pittsburg, Wheeling**

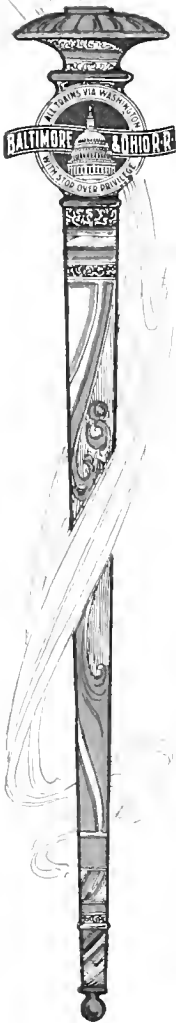
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Washington

TRAINS EVERY HOUR ON THE HOUR

Between

Baltimore and Washington





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Arizona,
Idaho,
Texas,
Colorado,

Alberta,
British Columbia,
Mexico,
New Mexico,
Montana,

Utah,
Washington,
Oregon,
Nevada.

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UNTIL APRIL 14, 1910

For tickets and full information call on or address Ticket Agents
BALTIMORE & OHIO RAILROAD

Royal Blue Line

PERSONALLY CONDUCTED

TOURS

TO

WASHINGTON

ALL EXPENSES INCLUDED

1910

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\$25 from BOSTON

March 11, 25 and 26 (supplementary),
April 8 and 22, May 6, 1910

\$18 from NEW YORK

March 12 and 26,
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MARCH, 1910

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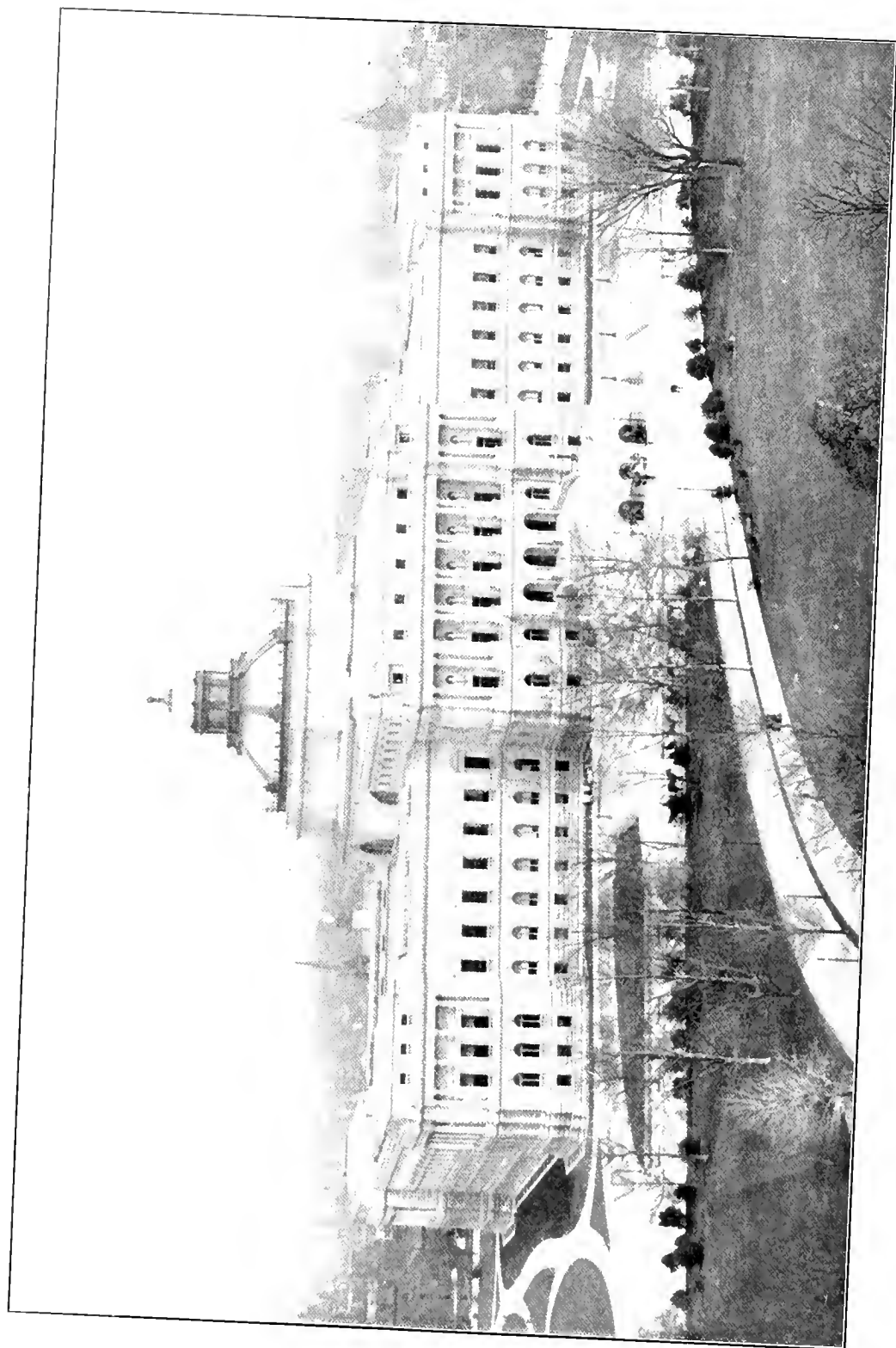
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VOL. XIII

BALTIMORE, MARCH, 1910

No. 6



The City of Washington

By ESTHER JACKSON WIRGMAN

O city of the marsh, whose changeful tide
Brings many foreign craft thy shores beside!
Thy waving grass hides oft some restless life —
Sad types with which the human sea is rife —
Who, once within that morass, politics,
Must in strange underworlds forever mix.
When heavy mists arise, of doubt or fear,
In which thy golden dome doth disappear,
In which thy buildings, weirdly white, do seem
As beautiful as in mirage or dream;
Then from thy storied halls some light doth rise,
Restoring hope once more to anxious eyes.
O well-loved city of the marsh, secure from storm and shock,
Our faithful hearts, thy sentinels, our God, thy wall of rock!



The World's Sunday School Convention at Washington



HE world's sixth Sunday school convention, to be held at Washington, D. C., May 19th to 26th, promises to be the greatest in the history of large Sunday school gatherings.

The establishment of the Sunday school as a method of religious training dates back to 1780, when Robert Raikes, at Gloucester, England, began his instructions to the poor boys of that town. Six years later Bishop

interest in religious instruction brought about the uniform lesson system adopted in 1872.

In 1880 an international executive committee was created, which directed a systematic interdenominational organization of township, county, district and State conventions.

The world's first Sunday school convention was held in London, England, in 1889, at which America was represented by 360 delegates.

The world's second convention was held



REV. F. B. MEYER, OF LONDON
President World's Sunday School Association

Francis Asbury organized the first Sunday school in America in the house of Thomas Grenshaw in Hanover County, Virginia.

The American Sunday School Union was organized in New York City in 1824 and it is claimed this union has established 110,000 Sunday schools. The increasing

at St. Louis, Mo., in 1893, with 760 delegates from America and 125 from foreign countries.

The third convention was again held in London in 1898; the fourth in 1904 at Jerusalem, Palestine. This convention was held in a tent that was pitched not far from



CONVENTION HALL, SOUTHEAST CORNER 5TH AND K STREETS

Bethlehem, under the shadow of the Mount of Olives, in sight of Calvary and near to Gethsemane, and the gathering was consequently most earnest in its endeavors.

The world's fifth or last convention was held at Rome, Italy, in 1907. Thirty-seven countries and fifty-two religious denominations were represented. It was resolved at this convention to hold triennial conventions, and the forthcoming meeting is the first under this plan. It is anticipated every important country on the globe will send delegates to Washington.

The Rev. F. B. Meyer, of London, was elected president of the association in 1907, and for the past two years and a half has devoted much time to traveling over the world in the interest of organized Sunday school work. Six months of the time was spent in South Africa, and visits were made to Japan, Korea and China in the interest of the work.

Prior to the convention in May, a special tour of many of the large American cities will be made by President Meyer, accom-

panied by Rev. J. C. Hartzell, bishop for Africa of the Methodist Episcopal Church, who is vice president of the association; Prof. E. O. Excell, of Chicago, musical director, and Marion Lawrence, general secretary of the International Sunday School Association.

The keynote of the great convention in Washington will be to extend the strongest possible lines of influence in the up-building of Sunday school work throughout the world. The delegates will represent every important part of the civilized world and missionary centers. The program as arranged will be about as follows:

Thursday, May 19th—Afternoon—Sermon by the president of the association at 2.30 at Convention Hall.

Report of the executive committee.

Reception by Mr. and Mrs. E. K. Warren.

Evening—Welcome service at Convention Hall.

Address by the President of the United States.

Address by Hon. John Wanamaker, representing the Christian business men of America.

Responses by representatives of Europe, Asia, Africa and Australasia.

Friday, May 20th—Morning—Roll call of nations. As the response from each country foreign to America and Great Britain is made, the delegation from that particular country will occupy the platform and the flag of the country

Sunday, May 22d—World's Sunday School Day. The churches and Sunday schools of Washington will hold their usual services, but using a special order of service prepared for the day. Delegates to the convention will be assigned to each school.

At 3.00 p. m. special meeting for boys and girls.

At 4.00 p. m. special equipment services, to be held in ten selected churches.



CALVARY BAPTIST CHURCH

represented will be prominently displayed. At the closing session these flags will be grouped together under the Conquest Flag.

Afternoon—Great men's parade, preparatory to the mass meeting for men at night in Convention Hall.

Meeting for women in the Convention Church.

Saturday, May 21st—Morning and Afternoon—Recreation and sightseeing.

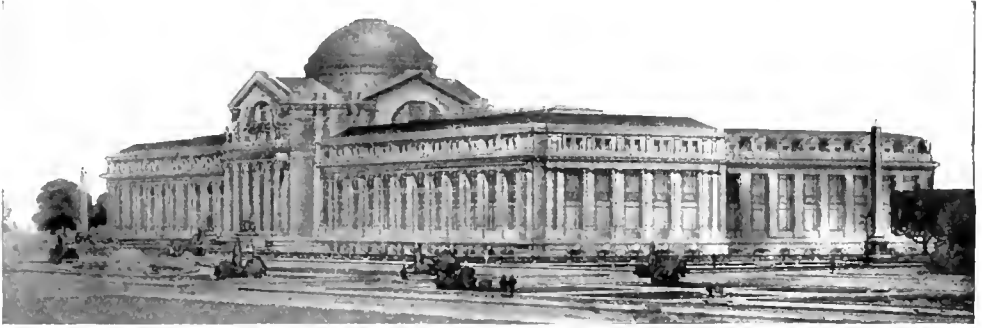
Evening—Reunion of "Pilgrims" to former world's conventions.

Evening—Theme at all churches will be "The Sunday School and the Great Convention."

Monday, May 23d—Study of the methods of work.

An official button will be worn by all delegates, and in addition to which all delegates from the United States or Canada will wear a ribbon badge in blue, and all delegates from foreign countries a ribbon badge in red.

Calvary Baptist Church will be the con-



THE NEW NATIONAL MUSEUM WILL BE THE MOST PRETENTIOUS BUILDING IN WASHINGTON

vention center where delegates are requested to report on arrival, and where they will find the registration and information bureaus, convention postoffice, recreation-rooms, etc. Rev. Donald C. MacLeod, D. D., 1819 Q Street, Washington, D. C., is the chairman of the committee on entertainment.

Aside from the great purpose of the convention, Washington will be especially interesting to the delegates from foreign countries. It is for them particularly and for the delegates from American cities who have not familiarized themselves with the history of the capital, the following sketch will be interesting:

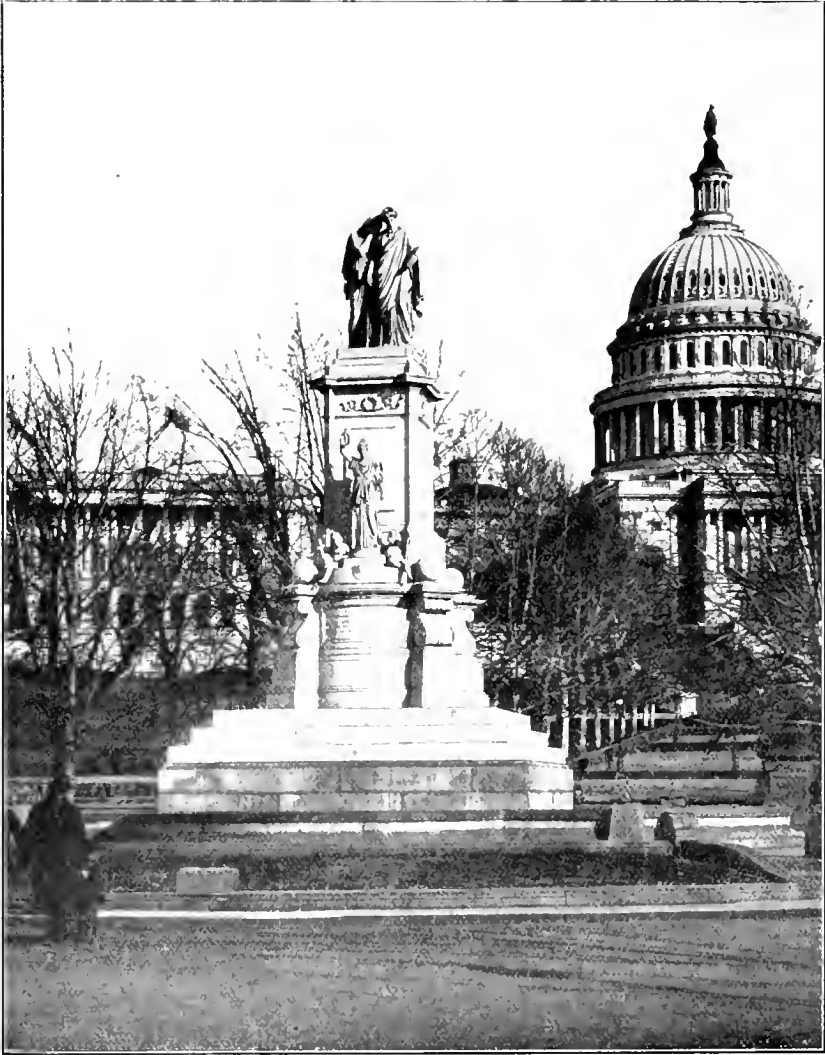
The District of Columbia is unique in many respects. It embraces about sixty-five square miles, its principal city contains over 300,000 inhabitants, is the seat of the National Government, the official residence of the President, and the meeting place of Congress, but no elections are held in the district. Although it is and has always been the headquarters of the army and navy, yet a foreign foe has been in possession, burnt the Capitol and other public buildings, and a hostile fleet has sailed up the Potomac and anchored within gunshot.

Mighty armies have gathered within its borders; the rumble of artillery, the clatter of cavalry and the solid tramp of infantry have been heard in the streets of Washington; hospitals containing thousands of wounded men have occupied the public square; two national cemeteries with long rows of headstones show the last resting place of many soldiers, but the only battle fought in the borders of the district was in 1864, when Early's gray-clad battalions threatened the city, and President Lincoln was among the spectators on the breastworks. During the Revolution, the Continental Congress was a movable body, having

met in New York, Philadelphia, Baltimore, Lancaster, York, Princeton, Trenton and Annapolis, and when at the close of the war the session in Philadelphia was threatened by disbanded troops, clamoring for their pay, the city authorities declined to interfere to preserve peace. This object lesson was not lost, and one of the important matters demanding early attention was fixing a location for a permanent capital, where the national authority should be supreme. Great jealousy existed among the States of the new Union, the smaller fearing the aggressions of the larger, and the selection of a capital city was the cause of a heated discussion. One proposition, seriously considered, was to have two capitals, one north of the Delaware River, the other in one of the Southern States, meetings of Congress to be held in each capital in alternate years. The plan adopted was to have a tract set apart as a Federal District, the necessary land for streets, parks and public buildings to be donated, and the State to relinquish jurisdiction, that the seat of government should be free from any State or local influence. After much discussion—some of it not very good-natured—the decision was reached not to consider any location north of New Jersey, which State was advocating Trenton, offering to set apart a tract eight miles square, while Maryland made a similar tender of land and \$180,000 in cash with which to erect buildings if Annapolis should be chosen. This was before the days of steam; travel on land was by stage coach or on horseback, and on water by sail boats, and it was deemed advisable to secure a place which was not only near the center of population, but while being inland and on navigable water, should not be too accessible to an enemy or exposed to attacks from hostile navies in

case of war. Some shrewd diplomacy was necessary and Alexander Hamilton is credited with bringing about the legislation which resulted in the choice of the present site. The problems connected with the forming of a new nation out of thirteen States, all

assume this debt had been defeated by the votes of Southern members, upon whose constituents the burden was light. The country contained over 4,000,000 of people, of which number the entire New England States, together with New York and Penn-



PEACE MONUMENT, NEAR CAPITOL GROUNDS

with separate interests, and each fearful of conceding too much, was not an easy one to solve.

One of the questions involved was the payment of the war debt of the colonies, over \$20,000,000 in amount. This bore heaviest on the New England section, and a bill introduced to have the new nation

sylvania, had about half. Feeling ran so high that the stability of the new Union was threatened, and Hamilton, a shrewd politician, managed to arrange for the votes of Southern representatives for the assumption of the State debts in return for the support of those who were deeply interested in this, and who, having no chance to

secure the capital for their States, agreed to favor a Southern site.

Pennsylvania was brought into the bargain by a provision that the seat of government should remain in Philadelphia for ten years, and on July 9, 1790, by a vote of

tal in having the present location chosen. His home being but a few miles away, he was thoroughly familiar with the country. Alexandria, within the bounds set, was the principal trading port of the section, and the location near the head of naviga-



GRAND STAIRCASE, NATIONAL LIBRARY

32 to 29, it was decided to place the capital city somewhere in a territory "not less than ten miles square, and located on the Potomac," within designated bounds.

Considerable latitude was allowed the commissioners who were to select the site, practically a range of 100 miles being given. President Washington was largely instrumen-

tal in having the present location chosen. His home being but a few miles away, he was thoroughly familiar with the country. Alexandria, within the bounds set, was the principal trading port of the section, and the location near the head of naviga-

Virginia, the cities of Alexandria, Va., and Georgetown, Md., being included.

The chosen district was partly woodland, marsh and hills, partly under cultivation, most of the farm land being the property of four men, one of them, of whom Wash-

once and asked, "What would your land have been worth if we had not put the capital here?" and Burns replied, Yankee-like, with another question, "And what would you have been worth if you had not married the widow Custis?"



MARBLE ROOM AT THE CAPITOL.

ington spoke as "the obstinate Mr. Burns," a surly Scotchman, owned the ground where the White House, Treasury and State, War and Navy buildings now stand, and many a warm debate did Washington have with Burns in endeavoring to have him donate land for streets or buildings.

It is said that Washington lost his temper

Georgetown, two miles west of the White House, was separated from the new city by what a Connecticut member described as "a deep morass covered with alder bushes," but has long since been absorbed. The first meeting of Congress was held here in November, 1800, the archives of the Government and all the employes, the latter num-

bering fifty-four, having been brought from Philadelphia on a couple of sloops. The little village in the woods, with swamps and muddy roads, bore little resemblance to the magnificent city of today, with stately mansions, marble and granite office buildings, and hundreds of miles of wide streets and avenues bordered with trees, paved with concrete, and provided with numerous parks, many of them adorned with fountains or statues. One can imagine the disgust of the statesmen who, being unable to secure rooms in the little village, were compelled to go to Georgetown, a stage-coach making trips through mud or dust for their accommodation. Virginia and Maryland had voted liberal sums to erect the necessary buildings, including the palace, as the White House was called, but this proved insufficient, and in 1796 the State of Maryland loaned \$100,000, and three years later \$150,000 more, to complete the structure.

In 1846 the residents of the Virginia side of the river, which had received but few improvements from the Government, and among whom were men anxious to take part in the political struggles of the country, from which they were debarred by the annexation, started a movement to have the Virginia portion restored to the State. There did not seem to be any need of this territory for Federal purposes, and at a special election, held to determine the wishes of the people, of 985 votes cast, 763 were in favor of again becoming Virginians, and Congress passed an Act of Retrocession in that year.

In arranging the streets an original system was used. Extending from the Capitol are North, South and East Capitol streets. The streets running north and south are numbered, beginning with 1st on each side of the North and South Capitol streets, while those extending east and west are lettered, beginning with "A" on each side of East Capitol Street. This divides the city into four sections known as "Northeast," "Northwest," "Southeast" and "Southwest." Hence, there is an "A" Street for each section, and the same holds good in the numbered streets.

The Philadelphia plan of numbering buildings is followed, and to one familiar with the plan it is easy to estimate the distance between given points. No. 1210 F Street, for instance, would be between 12th and 13th streets, while 1210 7th Street

would be between M and N streets. If a person on the corner of 9th and F streets, N.W., wants to go to 1210 F Street, N.W., he goes west three blocks. But if he wants to go to 1210 F Street, N.E., he has the nine blocks to the Capitol, and then twelve more east to travel. The system is simple except where the avenues intersect the streets, when it is sometimes puzzling. The avenues, named from the States, run diagonally. For instance, at Thomas Circle four streets and avenues branch out, like spokes in a wheel, on either side, and it is easy to take the wrong street after passing around the circle.

The cornerstone of the Capitol was laid in 1793. The wings were first completed, a wooden passage-way connecting them, and about \$750,000 had been expended when it was partially destroyed by the British in 1814. Four years later the central part was begun, and improvements have been made until now, standing in the midst of spacious grounds, it is one of the stateliest and most harmonious buildings in the world. Of white marble, on a hill overlooking the city, 751 feet by 350 feet, surmounted by a dome 287 feet above the base, crowned by a figure of Liberty, 19 feet 6 inches high, it is an impressive structure. The original dome was of wood, covered by copper, but in 1856 the present structure of iron was begun, and during the Civil War, possibly for the moral effect, work steadily progressed, and it was completed in 1865.

Some of the first troops arriving in 1861 were quartered in the Capitol, and immense ovens for baking bread were installed in the basement. The city was surrounded by forts and batteries, a line of trenches twenty miles long being manned by thousands of infantry and containing 1,120 guns.

In the building, besides the two branches of Congress and most of the committee rooms, is the meeting place of the Supreme Court, this being the old Senate Chamber. The walls of the rotunda, 97 feet 6 inches in diameter, bear a number of historical paintings, while high above is a frieze in bas-relief by the celebrated Italian fresco painter, Brumedi, who unfortunately died before completing the panels. The galleries surrounding the Senate Chamber will seat 1,000, and the House galleries are larger. The original meeting place of the House is used for a hall, in which are displayed statues of deceased statesmen or soldiers, each

State being requested to contribute two of its most eminent citizens.

Superb office buildings have now been erected on either side of the Capitol for the use of the members of the two branches.

The residence of the President was defaced by fire by the British invaders in 1814, and when restored was painted white, and while officially known as the Executive Mansion, has always been popularly designated as the "White House," and soon after Mr. Roosevelt became its occupant, he ordered that the name should be formally changed to "White House." This building was little altered for many years, but recently commodious wings have been added, providing offices, and while it has suffered architecturally the comfort of the occupants has been increased. It is said that Mrs. Adams, the wife of the first President to occupy the "White House," used the east room, 80 x 40 feet, and 22 feet high, in which to dry the family laundry.

In municipal government, as in many other things, the district differs from other cities, Congress standing in place of the common council. Several plans were tried, including a board of commissioners, chosen by Congress, and a legislature, elected by the people, but in 1878 the present method was adopted. Three commissioners are chosen by the President and confirmed by the Senate. One of these is an officer of the engineer corps of the army, the others are civilians, bona fide residents of the district, of different political parties.

The branches of the administration are divided among the commissioners, the engineer officer assuming charge of the sewers, water, etc. The residents of the different localities form themselves into associations, where the needs and desires of the section are discussed, and when a resolution asking for something is passed, it is forwarded or taken by a committee to the commissioners and explained. In lieu of a tax on the public property the general government pays one-half the expenses of the district, and all estimates for expenditures of the district are submitted to the secretary of the treasury and are revised in his office and sent to Congress.

Each branch has a committee on the District of Columbia. The house committee first examines these estimates, calling on the commissioners for explanation; on being approved by them and passing the

House, the bill goes to the Senate, where the same course is pursued, and on being passed it is necessary for the bill to receive the President's signature before a cent is available for any need, however pressing, although there may be hundreds of thousands of dollars in the treasury to the credit of the district.

This method has some disadvantages, but on the whole is satisfactory, although, of course, there are men who are restive under a condition which prevents them from taking an active part in shaping local affairs and who talk of taxation without representation, etc., but the affairs of the city are well conducted; in fact, it sometimes seems as though the district was too much governed.

The first railroad to enter the district was the Baltimore & Ohio, which was extended from Baltimore in 1835 and thence westward through Virginia. During the Civil War this was the only road connecting the city with the outside world, and a favorite diversion of the Southern cavalry was to tear up the track and burn the bridges and rolling stock.

The road transported thousands of troops and millions of tons of supplies, and the manner in which this business was conducted remains one of the marvels of railroading, and has never been excelled, if equaled. Many difficult and important movements could not have been made without this efficient aid.

Recently there has been a movement among the merchants to make Washington more of a business and manufacturing city. This effort is opposed by many, who, having assured incomes, think this should be a city devoted entirely to Government affairs and residences. Conflicting opinions are expressed as to what Washington and Jefferson and other founders of the city intended, but no one can speak for the wishes of these men by authority. The statement that no votes are cast here may need an explanation. The employes of the Government from the States are considered by law to be here temporarily on Government business and retain their legal residence at their former homes, but there is a large population who, for various reasons, are not citizens of any State. Although the district has no voice in the electoral college, by some strange freak each of the two great parties has a member of the national committee and sends two delegates to the

national nominating conventions, and there is much strife for these empty honors.

The negro population is large and principally of one faith, and it is generally arranged to send one white and one colored man to the conventions of that party, and the choosing of these men is a time of excitement. Much trading is done and after the conflict there are many charges of broken faith and selling out (most of them probably true), and there is usually a contest for the national committee to settle.

There are no registration laws and there seems to be no reason why one should not vote as often and at as many places as he wishes, or why a candidate cannot hire as many men as he can afford to vote continuously for him while keeping the other fellows away. One of these election days is a busy one for the police and enough votes are returned for a city of several times the size. The other party does not cast so many votes, and while their conventions cannot be recommended to a peace-loving man in search of quiet, there is not so much open violence, although the columns of the papers are filled for days with charges, counter-charges and explanations.

When the district became national property, it was provided that in the absence of special legislation on any subject the laws of the State from which taken should govern.

Being parts of both Maryland and Virginia some confusion arose on occasions, as the laws differed in some respects and finally a code was adopted by Congress for the district, and there is now a bench of district judges, a police court and a juvenile court.

The city has become an educational center. Georgetown College, the oldest Jesuit college in America, was begun in 1788, and pupils were received in 1791—the ancient brick building still stands, but a magnificent granite structure stands beside it. A nun's school was opened in Georgetown in 1790. North of the Capitol, on the outskirts of the city, is the Catholic

University, destined to be one of the greatest in the world, and here may be found representatives of many of the Catholic orders.

There are a number of colleges which are well supported. The embryo doctors have the advantage of access to the great libraries and the Medical Museum of the Government, while the law students in addition to the libraries can visit Congress and hear the great leaders of the day discuss live questions, and the Supreme Court may be visited.

The first directory of the city was published in 1822. The houses were not numbered, but the residences were described as on a given side of the street between two streets, one entry reading "Mr. King (colored man), on the north side of G between 9th and 10th, opposite the graveyard."

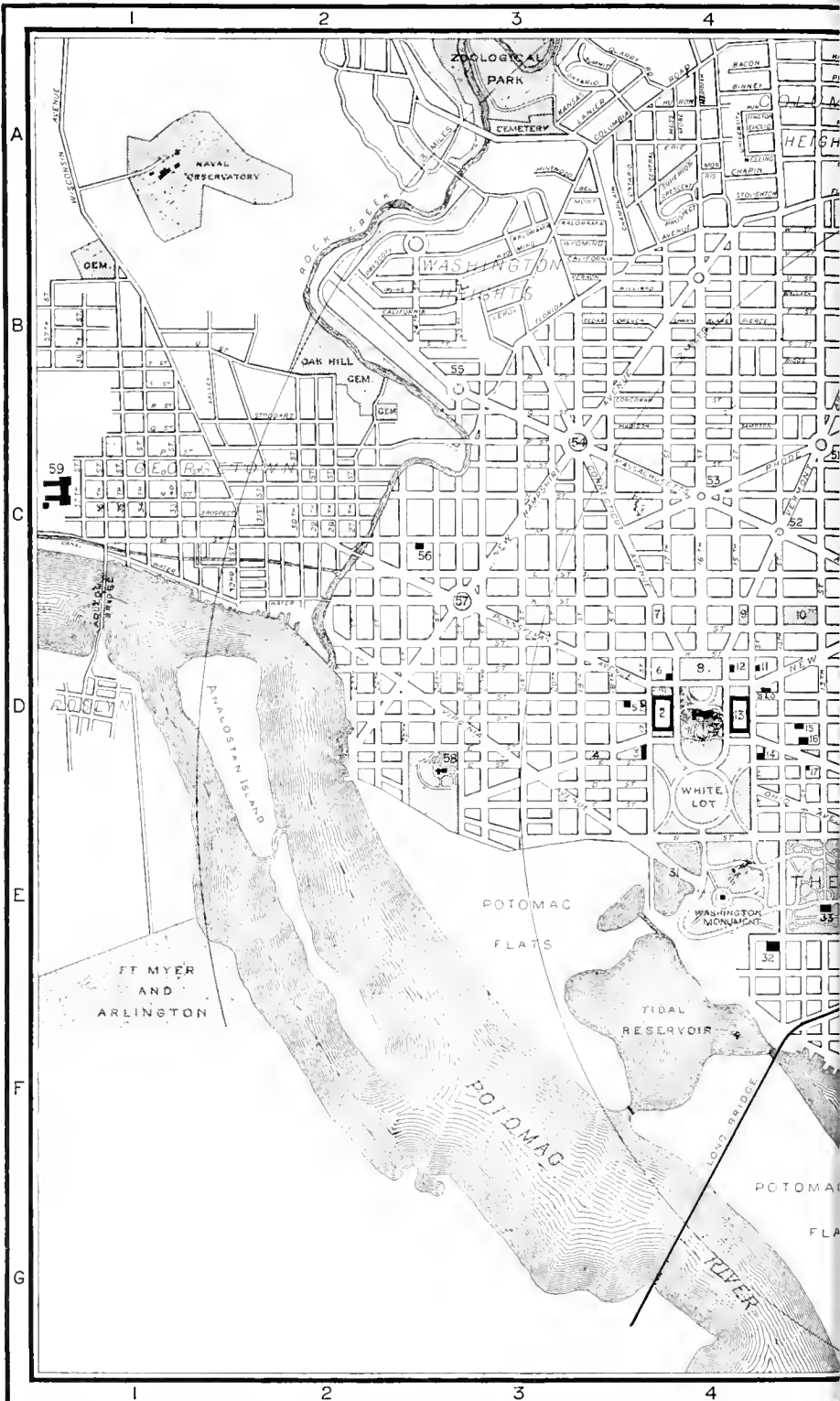
The census of 1820 showed a population in the district of 33,039, of whom 10,425 were colored, 6,377 being slaves. Slavery was abolished in the district in 1862, some months before the proclamation of general emancipation.

Some of the houses of that day still stand, showing the slave quarters, and the last public slave pen was destroyed but a few years ago. A recent enumeration showed 343,003 residents, 97,142 being colored. The district contains several thriving villages which share the advantage of having the capital for a neighbor and the Government for a partner.

There is but one Washington, and the residents can say in the words of Paul to the captain of the guard, "I am a citizen of no mean city."

With its broad, well-shaded streets, numerous parks embellished with fountains and statues, there being twenty-nine of the latter, its imposing public buildings and beautiful homes, together with the museums and art galleries, and many historic spots, no city in the land offers so many attractions to the visitor, and that this is well known is shown by the hundreds of thousands who yearly visit this national center.





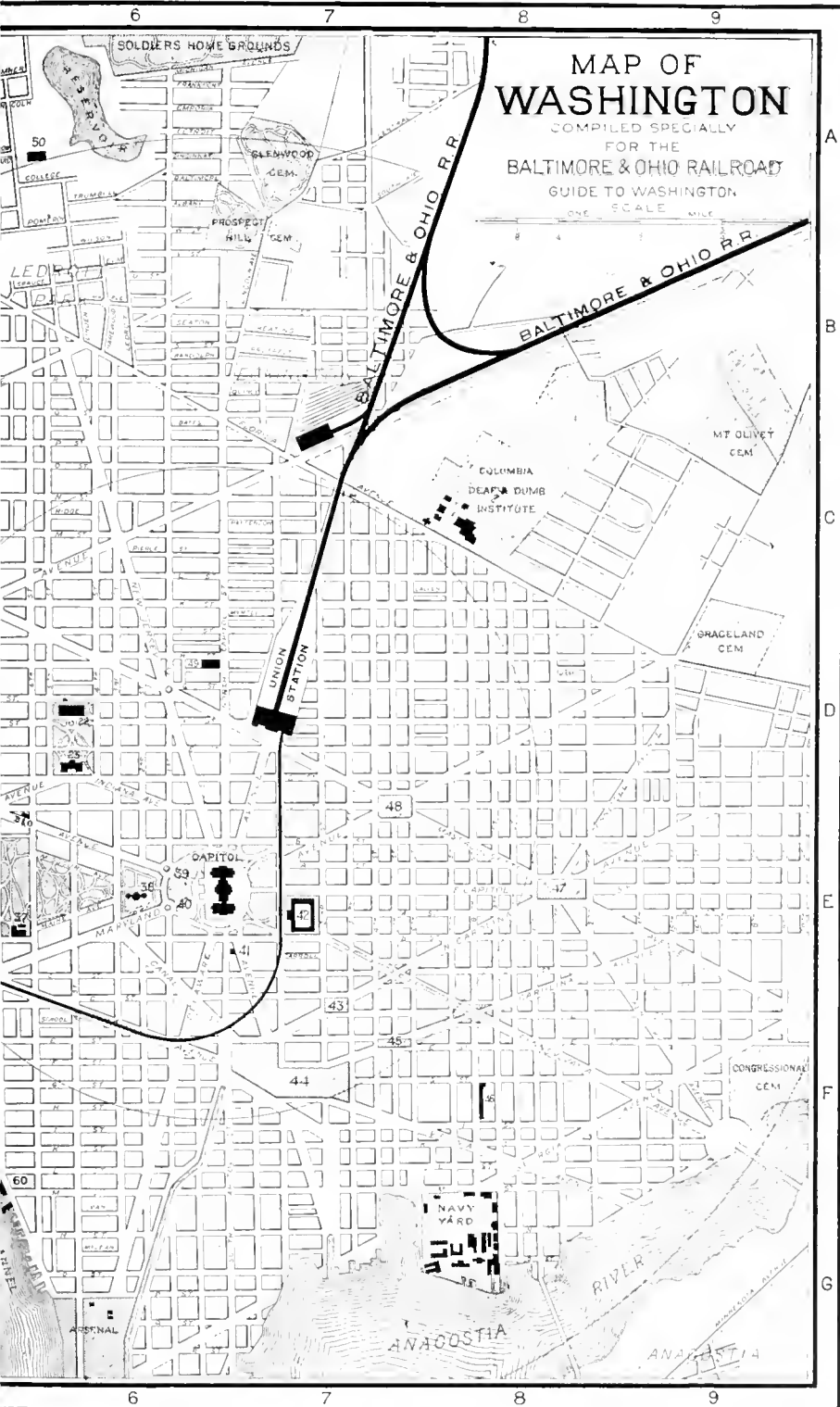
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World's Sunday School Association Convention Hall, southeast corner 5th and K streets, N. W.



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The Road Beside the River

By FOLGER McKINSEY, in Baltimore "Sun"

The road beside the river is the winding B. & O.,
Where the granite cliffs curve onward, where the engines
puff and blow;

The road that runs to beauty in arbutus lands of dream,
Beside the shallow ripples of the shale Patapsco stream:

The road beside the river, where the upgrade roadbed
creeps

To the summits of Mount Airy, where the land of
Beulah sleeps.

There's always something singing where the old road
winds away,

Round the curves of woodbine blooming in a dream of
yesterday;

For the river singeth ever as its crystal tides pour down
From the granite hills of Howard to the wharves of
Highlandtown:

The road beside the river is the old main road to rest,
Where the shadows of Catocin veil the blue hills of
the west.

The road beside the river; it's the old-time roadway still,
By the bloomy gates of Carroll and the granite Howard hill;
The road to fertile Frederick, and beyond the Junction's
light,

A dash to Shenandoah through the star-dreams of the night:

The road beside the river is the winding B. & O.,
Where the tunnels tap the foothills and the engines
puff and blow!



ROLLING CHAIR PARADE, ATLANTIC CITY

The Easter Parade at Atlantic City



ATLANTIC CITY rejoices in the reception of its visitors every month in the year, but never does it smile a brighter welcome than during the Easter season. Although crowds are flocking to the seaside metropolis all during the Lenten period, Easter Sunday marks the opening of the spring season, and every year thousands avail themselves of the opportunity to enjoy the great boardwalk, the exhilarating breezes, the beautiful expanse of ocean, as well as the social life at the numerous hotels and places of amusement. The ocean loses its steely hue, with which the dull wintry days have colored its troubled surface, and glows like some great emerald beneath the bright rays of the early spring sun. The proximity to the Gulf Stream, coming from the warm waters of the Gulf of Mexico northerly along the Jersey coast, gives Atlantic City a milder climate than inland cities of the same latitude.

It has been but a little over a decade since this island city was known only as a summer resort, and with the approach of autumn hotels and boarding-houses closed their doors not to resume operation until the golden rays of the sun gave fair indications that summer was nigh; and during the chilly months the population dwindled down until the hotel caretakers and the fishermen formed the majority of its inhabitants.

Being within a few hours' ride of all the principal cities of the East and easily accessible to those of greater distance, demands were made for winter accommodations, and conditions have now reached the point where hotel proprietors need no longer reckon upon the profits of one season to carry them over to the next.

The Easter scene at Atlantic City is far different from that presented during the months of July and August, when thousands may be seen taking a plunge in the surf or sun baths on the sand. Men and women whose names are linked with the financial and social circles of our greatest cities gather

here to laugh and chat, while inhaling the invigorating breezes direct from the briny ocean. The bathing suit is replaced by the street costume of the latest design, and despite the sobriety of Eastertide, the styles for the coming season are those most prominent, for this is a social event and everyone is seeking a whiff of the early spring. At this time the boardwalk is substituted for the beach, and stretching from the Inlet southward for a distance of nearly seven miles, forms the footpath for the constantly

piers are open all the year and offer enjoyment of almost every variety, from the bowling alley to the concert hall. The numerous souvenir shops and auction stores are always well patronized, especially by the fairer sex, and the assortment of novelties and quaint antiques is a revelation to devotees of the notion departments of city stores.

For those fond of out-of-door diversions, fishing, automobiling and golfing appeal, while the fleet of yachts, as they glide over



THE BOARDWALK, ATLANTIC CITY

moving panorama of humanity in search of health and recreation, with the desire to see and be seen.

For the invalid and those who do not wish to exert themselves comfortable rolling chairs are at their command, and for a nominal sum can be wheeled along apace with the throng.

There is no lack of amusement. From daylight, when healthseekers are eagerly inhaling the early-morning salt air and watching the sun rise over the ocean, until midnight, when the theater parties, dances and concerts are over, the immense steel

the waves with their white sails glistening in the sun, extend a most cordial welcome to the visitor.

The hotel accommodations are unsurpassed and resemble in style and appointments the hostleries of our largest cities. The spacious sun parlors with unobstructed views of the ocean are features of many of the hotels; and when tired of promenading, a haven of rest may be found in one of the comfortable chairs where the esplanade and ocean are within close range.

While surf bathing is of course out of the question at this season, all modern hotels are

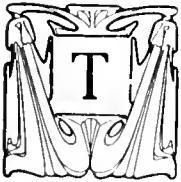
equipped with both fresh and salt water baths, and a plunge in the sea water, at any temperature desired, is a luxury of the day.

The journey to Atlantic City from points even as far west as the Mississippi River may be made one of enjoyment throughout if a little care is taken in arranging the itinerary. All trains of the Baltimore & Ohio Railroad between the East and West run through Washington, where ten days' stop-over is permitted in each direction.

Additional ten-day stop-overs may be made at Baltimore and Philadelphia, where many places of interest are within close range.

From almost any point on this great railway system, Atlantic City can be reached within twenty-four hours, if one is desirous of a through trip. By taking an evening train, the commodious drawing-room sleepers are so comfortable that at the break of dawn you are hundreds of miles from the point of last recollection; and then the day passes most enjoyably while lounging in an easy chair of the Pullman parlor car, viewing the numerous points of scenic and historic interest for which this railroad is world renowned, until the first whiff of salt air is caught as the train speeds along at a terrific gait to insure your arrival at destination in time for the evening meal.

General Assembly Presbyterian Church, Atlantic City



THE General Assembly Presbyterian Church in the United States will be held at Atlantic City from the middle until the last of May—a most charming season at this most popular seaside resort. In the month of May every-

thing is fresh, before the summer crowds rush in and pack the hotels to overflowing. After the long, hard winter just passing, the balmy ocean breezes will be a delightful relief to the chill that lasted three months almost without break. Excursion tickets at low rates will be placed on sale May 17th to 19th, inclusive, and are limited to June 4th.



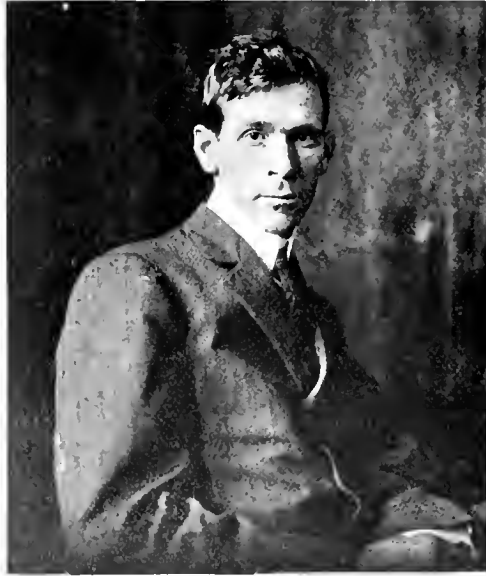
"Adethics"—A New-Coined Word



STRICKLAND GILLILAN, newspaper man and platform entertainer, has coined a new word. The occasion for the coining was his address to the Advertising Club of Baltimore, at its weekly luncheon in that city on February 16th. The new word is "adethics," and it will be most acceptable to the commercial world in giving a quick expression to what now requires a volume of words in explanation. When the guests

and they think I'm bright because I know the same things they know.

"The only new thing I give you is the new word you will find 'blicked' out and put beside your plates in convenient form for pasting in your dictionaries. Ethics is the science of human duty; adethics, then, is the science of the advertisers' duty, as distinguished from that of a human. Let me repeat, I do not set myself up as a monitor, nor do I accuse anybody here of needing a warning as to adethics. I am too cautious to hint such insulting things.



STRICKLAND W. GILLILAN

that day assembled at the long table in the private dining-room, each found beside his plate a little white slip bearing the type-written word "adethics," and when the speaker was introduced he said:

"In accepting an invitation to address the Advertising Club, I feel like a living testimonial to the merits of some brand of nervine. I do not pose as a preacher, neither do I purpose to tell you gentlemen your duty. I believe in large individual liberty. I do not believe in trying to instruct people. That is unpopular. I have a method that beats instructing people: I tell them the things they've always known

"I am as cautious as the man I saw in a Baltimore & Ohio train in Pennsylvania the other day. He sat some distance in front of me. Another man crossed the aisle and asked the man I have mentioned: 'S-s-s-say, c-c-c-can y-you t-tell me what t-t-t-time this t-train gets to M-M-McK-k-k-keesport?'

"The man looked at him in some alarm, but did not answer. The stranger repeated his request, painfully and with great loss of time. No answer, and the man got up, brushed hastily by the interrogator and hustled to the smoker. My curiosity made me follow him, and when I found him I

said: 'Friend, it's a plain case of butt in, but why didn't you make any answer when that man asked you about McKeesport?' With a look of pain in his eyes the man said: 'D-d-d-d-d-do y-you s-spose I w-w-w-w-want to get my b-b-block knocked off?'

"I'm no more anxious for personal violence directed to-me-ward than that passenger was. I'm going simply to talk in favor of Pinchotism versus Dr. Cookism in advertising; in favor of the principle that holds today's dollar at a less value than tomorrow's public confidence or tomorrow's citizenship.

"When I read of a dozen articles of the same character, each declared to be the best, I don't believe any of them. When two people disagree on some point, it does not become necessary that one of them be right and one wrong—often both are wrong. I saw automobile advertisements the other day in which it was said of one, 'Champion'; of another 'It excels all others'; two were called 'The sensation of the year'; one said 'It has no equal,' etc. By the time I had read that far I didn't believe one of them.

"There are in progress all the time just such unintentional investigations on the truth of an advertisement. Let a person be fooled on one, and he will never believe any others. For instance: I went last summer to look for a wicker couch for the porch at home. I priced them at several places. No one carried them in stock, but each pulled out a prominent manufacturer's catalogue and looked up the price. I wanted to find one in stock, if possible, so I kept going. In one window I saw: 'If it's for the porch we've got it, and cheaper than anywhere else in town.'

"I could just see that couch. I knew they had it. I went in and asked for it. They didn't have it, though it was for the porch. Blow No. 1. They drew out aforesaid catalogue. I said 'Page 24,' and the man looked at me queerly. When he priced it to me, it was a dollar and a half more than another man had priced it to me, though both could get it from the manufacturers at the same price. Blow No. 2. Two lies in one window. That's the kind of investigations people are always making, without intention of muck-raking. It pays to tell the truth in advertising. You know the saying, 'Say nothing of the

dead, if it is not good.' I say, 'Say nothing of your goods, if it isn't dead-straight.'

"And another thing I have found in patronizing cheap stores. Whenever you get a good article from that store, you pay well for it. Nothing is cheap anywhere, except junk.

"We have all seen an advertisement, 'I can sell your real estate, no matter where it is located.' Once I thought of selling my Baltimore property. I wrote this man. I had so much confidence in his ad. that I had a man come and wrap my chair-legs. I knew that man would sell my property suddenly. Two days later I had a letter from him, saying: 'I cannot sell your property.'

I wonder how many of you ever, in your callow days, had the Augusta (Me.) habit. In Southern Ohio, where I was bred, that was the standard temptation held out to anybody who had amassed 10 cents. That is not a large class in that region, but sometimes I qualified. When I did so, Augusta always got my dime. We were offered for 10 cents fifty hidden-name cards, book of parlor magic, set of rubber type, rolled-gold ring, three months' subscription to 'Orchard and Muckheap,' one brick of mushroom spawn and a brass flute. That was all he offered. We thought him a little stingy, but we were game.

"You see if all advertisers at all times had told the truth, the public confidence in advertising would be immensely higher than it is today.

"I never believe a man can make me four inches taller; that he can make me a convincing speaker, for a consideration; that anybody can make me beautiful without the removal of many of my features; I don't believe anybody can make me stop forgetting. Those ads. are all confidence-destroyers.

"Sometimes advertising is unintentionally truthful, and vice versa. A man who runs the Arcadia Hotel, Santa Monica, Cal., used to advertise, 'Everything new except the grand old Pacific Ocean, Frank A. Miller, Proprietor.' In Chicago, on Adams Street, there is a brass sign falsely proclaiming 'Petticoats; entrance on Market Street.' But among the sadly truthful ones was another I saw in California, 'A beach without a peer.' And when I went I found it really had no pier. On Federal Street, Allegheny, is a window sign, 'We have a lot of uncalled-for pants.' I

examined them, and they were utterly uncalled-for. No excuse for such pants as those.

"But one of the kinds of advertising that I think most un-adethical, most against the spirit of conservation and ultimate good, is that of some of the correspondence schools which present sometimes reading-matter that speaks of manual labor in a reproachful manner. One ad. I remember—here it is, from a standard magazine—asks, 'Do you work with your hands?' It intimates—more than intimates, for the succeeding paragraphs develop the idea—that hand labor is a sort of disgrace. We all know the tendency of the times, an unhappy tendency to align mass against class; we know the great need is of men who can and will do manual labor well. I do not believe the sort of advertising that casts a stigma on such labor is healthful, ultimately beneficial advertising. I am, I repeat, strongly opposed, from an ethical and adethical standpoint to asking a man 'Do you labor with your hands?' in the same shocked and horrified tone as if you asked him 'Have you running sores?'"

Mr. Gillilan's address was most enthusiastically received and the new word was added to the dictionaries of at least thirty or forty representatives of Baltimore's business interests.

As an author and lecturer, Mr. Gillilan had already attained national fame; as a lexicographer his debut was a pronounced success.

The mention of Gillilan's name always brings to mind his famous "Off agin, on agin." One of the cleverest biographies ever written of him was his introduction as one of the speakers at a recent banquet of

the Indiana Society at Chicago, when the toastmaster, Mr. W. D. Nesbit, the well-known author-poet, presented him as follows:

Once a reporter, was Gillilan,
Down on the Richmond "Palladium"—
Whenever the city was scanty of news
He'd chew on his pencil and study his shoes,
Then write a lovely hexameter—
A poem two feet in diameter;
That is, this Gillilan
Wrote it for fillin' in.

When Gillilan quaffed the Pierian
He wrote stuff in ancient Assyrian,
He also wrote yards on the subject of love,
And twittering birds and the blue sky above,
And the editor wrinkled his forehead then
And said many things that were torrid then,
That is, to Gillilan,
He talked of killin' 'im.

One day on the section one Finnigin,
Who ran a handcar out and in agin,
Sent in a report of a wreck that occurred—
Sent in a report that, in fact, was a bird.
Now, Finnigin sent it to Flannigan,
And Flannigan showed it to Gillilan.
That's the way Gillilan
Came to write "Finnigin."

Then Fame came and boarded with Gillilan—
He's proved to be true Indianian—
And Richmond grew famous in less than a night
Through owning the poet who sat down to write
The rhythmical story of Finnigin,
Who penciled the message to Flannigan:
Off agin, on agin,
Come agin—"Finnigin."

Since then it's been splendid for Gillilan—
Though no one knows what came of Finnigin.
But Gillilan's dealing in meters and feet
On the easiest corner of Broad Easy Street—
And fortune has chuckled and smiled on him,
And honors and comforts are piled on him,
Dear he is, near he is—
Here he is—Gillilan!





Stub Ends of Thought

By ARTHUR G. LEWIS.



IGNORANCE and idleness are never separated.

SELF-VAUNTED ability does not constitute genius.

REFORM, like distinction, is sometimes thrust upon us.

FOLLOW your own shadow into the highway of success.

REASON is gaining ground in the mental Marathon of today.

SENTIMENT may beautify, but will not establish any condition.

INTELLIGENCE is advancing as rapidly as stupidity will permit.

RIGHT is a question of conviction, wrong a matter of impulse.

PERMANENT defeat is only for those who are willing to accept it.

LET us hold a check-rein upon the so-called progress of the age.

SOME of us hold our principles too high for ordinary self-service.

THE average man's ideas do not extend beyond his own opinion.

ALL the avenues of new thought are free highways open to everyone.

HOT air is the only business commodity that is not controlled by a trust.

THE call of modern demand is for men of original thought and brains.

IT requires a graduate in ideas to correctly diagnose another's opinion.

HONESTY of expression means only those things that we know to be true.

IGNORANCE places fear where courage and faith might find refuge in knowledge.

Too many of us head the wrong way through lack of proper deliberation of signs.

THE greatest educational system on earth is covered by the point of interrogation.

A de luxe edition of Mr. Lewis' work in book form (107 pages), bound in limp leather, and silk lined, will be forwarded, postpaid, upon receipt of \$1.00, by THE BOHEMIAN SOCIETY, Norfolk, Va



UNION STATION, WASHINGTON

Guide to Government Buildings, Washington And Hours Open to Visitors

Agricultural Department, The Mall, 12th and 14th streets, S. W., 9 to 4 week days.

Alexandria—Reached by hourly trains on the Washington, Alexandria & Mt. Vernon (electric) Railway, and by ferryboats from foot of 7th Street.

Arlington Cemetery, Virginia, daily, including Sundays. Reached by Washington Railway & Electric Co., Capital Traction and Washington, Alexandria & Mt. Vernon Electric Railway.

Army Medical Museum, 7th and B streets, S. W., 9 to 4.30 week days.

Arsenal, foot 4½ Street, S. W., 9 to 4 week days.

Botanical Garden, Pennsylvania Avenue and 1st Street, 8 to 5 week days.

Bureau of Engraving, 14th and B streets, S. W., 9 to 3 week days.

Cabin John Bridge, seven miles from Georgetown. Take F Street car and transfer.

Capitol, Capitol Hill. Open 9 to 4.30 week days.

Chevy Chase, reached by 7th Street car line.

Coast and Geodetic Survey, New Jersey Avenue and B Street, S. W., 9 to 12.

Corcoran Art Gallery, New York Avenue and 17th Street, 9.30 to 4 week days, except Monday; also Sunday afternoons, 1.30 to 4.30. Tuesdays, Thursdays, Saturdays, Sundays and holidays free; other days 25 cents admission.

Dead Letter Office, Pennsylvania Avenue, between 11th and 12th streets, 9 to 4.30 week days.

Department of Justice, K Street, between Vermont Avenue and 15th Street.

Executive Mansion—See White House.

Fish Commission, 6th and B streets, S. W., 9 to 4 week days.

Fish Ponds, near Washington Monument.

Fort Myer—Take Washington, Arlington & Falls Church Electric Railway for Georgetown.

Georgetown (West Washington).

Government Printing Office, North Capitol and G streets, 10 to 2.

Interior Department, Patent Office, 7th and F streets.

Library of Congress—See National Library.

Lincoln Museum, No. 516 10th Street, all day.

Marine Barracks, 8th and G streets, S. E., all day.

Mount Vernon, Virginia, 11 to 4 week days and holidays.

National Library, Capitol Hill, 9 a. m. to 10 p. m. week days, and on Sundays and holidays from 2 to 10 p. m.

National Military Cemetery—See Soldiers' Home.

National Museum, Smithsonian grounds, between 7th and 12th streets, 9 to 4.30 week days and holidays.

Naval Museum of Hygiene, 23d and E streets, 9 to 2.

Naval Observatory, north of Washington city on extension of Massachusetts Avenue. Admission to look through the big telescope can be obtained by card on Thursday evenings.

Navy Department, Pennsylvania Avenue and 17th Street, 9 to 2.

Navy Yard, foot of 8th Street, S. E., 9 to sunset.

Patent Office, 7th and F streets, 9 to 2 week days.

Pension Bureau, F and 4th streets, 9 to 4 week days.

Postoffice Department, Pennsylvania Avenue, between 11th and 12th streets, 9 to 2 week days.

Smithsonian Institution, Smithsonian grounds, between 7th and 12th streets, 9 to 4.30 except Sundays.

Soldiers' Home, near 7th Street extended, 9 to sunset week days and holidays.

State Department, Pennsylvania Avenue and 17th Street, 9 to 2.

Supreme Court, Capitol Building.

Treasury, Pennsylvania Avenue and 15th Street, 9 to 2. Treasury tours to vaults and places of interest between 11 and 12 and 1 and 2.

Union Station (Washington Terminal).

War Department, Pennsylvania Avenue and 17th Street, 9 to 2.

Washington Barracks—See Arsenal.

Washington Monument, Washington Park. 8.30 to 4.30. Elevator runs 9.30 to 4.30.

Washington Terminal, Massachusetts and Delaware avenues, E and D streets, North Capitol and 1st streets.

Weather Bureau, corner 24th and M streets.

White House, Pennsylvania Avenue and 16th Street, open 10 to 2, except Sundays and holidays. Persons having business with the President will be received between 12 and 1 o'clock, except Tuesdays and Fridays. The East Room is open to visitors daily from 10 to 2.

Zoological Park, Rock Creek, all day, including Sundays and holidays. Reached by Capital Traction and Metropolitan street cars.

Churches Located in Washington and Immediate Vicinity

BAPTIST

Calvary, 8th Street, corner of H Street, N. W.
 E Street, E Street, near 6th Street, N. W.
 Fifth, D Street, near 14th Street, S. W.
 First, 16th Street, corner of O Street, N. W.
 Gay Street, of Georgetown, 31st Street, corner of N Street, N. W.
 German Baptist Brethren, 319 Pennsylvania Avenue, S. E.
 Grace, South Carolina Avenue, between 9th and 10 streets, S. E.
 Kendall Branch, 9th Street, below B Street, S. W.
 Maryland Avenue, Maryland Avenue, corner of 14th Street, N. E.
 Metropolitan, A Street, corner of 6th Street, N. E.
 Second, Virginia Avenue and 14th Street, S. E.

CATHOLIC

Church of the Immaculate Conception, 8th Street, corner of N Street, N. W.
 Holy Name of Jesus, 11th and K Streets, N. E.
 Holy Trinity, 36th and O Streets, N. W.
 Sacred Heart, 13th Street, corner of Whitney Street, N. W.
 St. Aloysius, North Capitol and I Streets, N. W.
 St. Dominic's, 6th and K Streets, S. W.
 St. Joseph's, 2d and C Streets, N. E.
 St. Mary, Mother of God, German, 5th Street, near H Street, N. W.
 St. Matthew's, H Street, corner of 15th Street, N. W.
 St. Patrick's, 10th Street, near F Street, N. W.
 St. Paul's, 15th and V Streets, N. W.
 St. Peter's, 2d and C Streets, S. E.
 St. Stephen's, Pennsylvania Avenue and 25th Street, N. W.

CHRISTadelphians

Washington Ecclesia, 8th Street, near F Street, N. E.

CHRISTIAN SCIENTIST

First Church, 106 G Street, N. W.
 Reform, 431 11th Street, N. W.
 Second Church, 1213 12th Street, N. W.

CONGREGATIONAL

Fifth, 80 I Street, N. E.
 First, 10th and G Streets, N. W.
 Mt Pleasant, Howard Avenue, between 11th and 16th streets.
 University Park Temple, 6th and Trumbull Streets, N. W.

DISCIPLES OF CHRIST

H Street Church of Christ
 Ninth Street Christian, 9th Street, corner of D Street, N. E.
 Vermont Avenue Christian, Vermont Avenue, near N Street, N. W.

EPISCOPAL

Christ, G Street, between 6th and 7th Streets, S. E.
 Christ, O Street, corner of 31st Street, N. W.
 Church of the Advent, U Street, corner of 2d Street, N. W.
 Church of the Ascension, Massachusetts Avenue and 12th Street, N. W.
 Church of the Epiphany, G Street, near 13th Street, N. W.
 Church of the Incarnation, 12th and N Streets, N. W.
 Epiphany Chapel, 12th and C Streets, S. W.
 Grace, 1029 32d Street, N. W.
 Grace, B and 9th Streets, S. W.
 Holy Cross, Oregon Avenue, N. W.
 St. Andrew's, 14th Street, corner of Colorado Street, N. W.
 St. Andrew's Chapel, Massachusetts Avenue, corner of 15th Street, N. W.
 St. James', 8th Street, near Massachusetts Avenue, N. E.
 St. John's, 16th and H Streets, N. W.
 St. John's, O Street, corner of Potomac Avenue, N. W.
 St. Margaret's, Connecticut Avenue, N. W., above S Street.
 St. Mark's, A and 3d Streets, S. E.
 St. Matthew's Chapel, Half Street, corner of M Street, S. E.
 St. Michael and All Angels, 22d Street, corner of Virginia Avenue, N. W.
 St. Paul's, 23d Street, between Pennsylvania Avenue and I Street, N. W.
 St. Paul's Rock Creek, Rock Creek Church Road, near Soldiers' Home.
 St. Stephen's, 14th Street and Kenesaw Avenue, N. W.
 St. Thomas, 18th Street, corner of Madison Street, N. W.
 Trinity, 3d Street, corner of C Street, N. W.

FRIENDS

Friends' Meeting, orthodox, 1st and C Streets, N. E.
 Friends' Meeting House, 1811 I Street, N. W.

HEBREW

Adas Israel, orthodox, corner of 6th and G Streets, N. W.
 Washington Hebrew Congregation, 8th Street, between H and I Streets, N. W.

LUTHERAN

Christ, New Jersey Avenue, corner of Morgan Street, N. W.
 Church of Our Redeemer, 8th Street, above Florida Avenue, N. W.
 Church of the Reformation, Pennsylvania Avenue, corner of 2d Street, S. E.
 Concordia, 20th Street, corner of G Street, N. W.
 Evangelical, 32d Street, corner of Q Street, N. W.
 First Reformed, 6th Street, corner of N Street, N. W.

LUTHERAN—Continued

Grace, 17th and Colorado Streets, N. W.
 Keller Memorial, 9th Street and Maryland Avenue, N. E.
 Luther Place Memorial, 14th Street, corner of Vermont Avenue, N. W.
 St. John's, German Evangelical, 320 4th Street, S. W.
 St. Mark's, 12th and C Streets, S. W.
 St. Matthew's, 5th Street, between F and G Streets, S. E.
 St. Paul's (English), 11th Street, corner of H Street, N. W.
 Trinity, 4th Street, corner of E Street, N. W.
 Zion, 6th and P Streets, N. W.

METHODIST EPISCOPAL

Anacostia, Jackson Street, corner of Pierce Street, Anacostia.
 Calvary, 15th Street, corner of T Street, N. W.
 Congress Street, 31st Street, between M and N Streets, N. W.
 Douglas Memorial, 11th and H Streets, N. E.
 Dumbarton Avenue, 343 Dumbarton Avenue, N. W.
 Fifteenth Street, 15th and R Streets, N. W.
 Fletcher Chapel, 14th Street and New York Avenue, N. W.
 Foundry, G and 11th Streets, N. W.
 Gorsuch, 14 and L Streets, S. W.
 Grace, 9th and S Streets, N. W.
 Hamline, 9th and P Streets, N. W.
 Hamline Mission, 214 R Street, N. W.
 K Street Mission, 1341 K Street.
 McKendree, Massachusetts Avenue, near 9th Street, N. W.
 Metropolitan Memorial, 4th and C Streets, N. W.
 North Capitol, K Street, corner of North Capitol Street.
 Ryland, D Street, corner of 10th Street, S. W.
 St. Paul's, 15th and R Streets, N. W.
 Trinity, 5th Street, corner of C Street, S. E.
 Twelfth Street, 12th and E Streets, S. E.
 Union, 30th Street, near Pennsylvania Avenue, N. W.
 Vaughn Chapel, 3d and A Streets, N. E.
 Wesley Chapel, 5th and F Streets, N. W.
 Wilson Memorial, Independent, 11th Street, between G and I Streets, S. E.

METHODIST EPISCOPAL SOUTH

Epworth, 17th and A Streets, N. E.
 Maryin Chapel, 10th and B Streets, S. W.
 Mt. Oliver, 7th Street, near C Street, S. W.
 Mt. Vernon Place, 9th Street, corner of K Street, N. W.
 West Washington, 33d Street, near Q Street, N. W.

METHODIST PROTESTANT

Central, 12th Street, corner of M Street, N. W.
 Church of God, K Street, between 13th and 14th Streets, S. E.
 Congress Street, 1238 31st Street, N. W.
 First, 4th Street, between E and G Streets, S. E.
 Mt. Labor, 15th Street, N. W.
 North Carolina Avenue, North Carolina Avenue and B Street, S. E.
 St. John's, 3d Street, near K Street, S. W.

PRESBYTERIAN

Assembly's, 5th and I Streets, N. W.
 Bethany Chapel (Branch of New York Avenue Church), 13th and C Streets, N. W.
 Central, I Street, corner of 3d Street, N. W.
 Church of the Covenant, Connecticut Avenue and 18th Street, N. W.
 Eastern, 6th Street, corner of Maryland Avenue, N. E.
 Eckington, North Capitol and Q Streets.
 Faith Chapel (Branch of New York Avenue Church), M Street, between 14th and 15th Streets, S. W.
 First, 4th Street, corner of C and D Streets, N. W.
 Fourth, 13th Street, corner of Yale Street, N. W.
 Garden Memorial, Minnesota Avenue, S. E., Anacostia.
 Gunton Temple Memorial, 14th Street, corner of R Street, N. W.
 Gurley Memorial, Florida Avenue, between 6th and 7th Streets, N. W.
 Immanuel, 718 9th Street, N. E.
 Metropolitan, 4th Street, corner of B Street, S. E.
 New York Avenue, New York Avenue, between 13th and 14th Streets, N. W.
 North, N Street, between 9th and 10th Streets, N. W.
 Peck Memorial Chapel, 28th Street and Pennsylvania Avenue, N. W.
 Sixth, 6th Street, corner of C Street, S. W.
 Western, H Street, near 19th Street, N. W.
 Westminster, 7th Street, near D Street, S. W.
 West Street, P Street, near 31st Street, N. W.

REFORMED

First Reformed Trinity, 6th Street, corner of N Street, N. W.
 Grace (Reformed Church in the United States), 15th and P Streets, N. W.

SWEDENBORGIAN

Church of the New Jerusalem, 16th Street, corner of Concord Avenue, N. W.

UNITARIAN

All Souls', 14th and L Streets, N. W.

UNITED BRETHREN IN CHRIST

Memorial, North Capitol Street, corner of R Street.

UNIVERSALIST

Church of Our Father, 13th Street, corner of L Street, N. W.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MARCH 1, 1910.	No. 504 DAILY	No. 526 EXCEPT SUNDAY 6 HOUR	No. 529 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 6 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
EASTWARD	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM
LV. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	12.15	2.52
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.46
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51
AR. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	6.50	8.19	11.50	3.50	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32
AR. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MARCH 1, 1910	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 6 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY
WESTWARD	PM	AM	AM	AM	AM	PM	PM	PM	PM
LV. NEW YORK, 230 STREET	11.50	-----	7.50	9.50	11.50	1.50	3.50	5.50	6.50
LV. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00
LV. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21
AR. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23
AR. BALTIMORE, CAMDEN STATION	6.50	10.55	12.30	2.47	4.20	6.13	8.13	10.55	11.27
AR. WASHINGTON, NEW UNION STA.	7.50	11.45	1.20	3.50	5.20	7.00	9.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MARCH 1, 1910.	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
WESTWARD	AM	AM	PM	PM	PM	PM	PM	PM
LV. NEW YORK, 230 STREET	9.50 AM	11.50 AM	3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	NOTE.
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	-----
LV. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	-----
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.15 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM	-----
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM	-----
LV. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.27 PM	9.10 AM	12.30 AM	-----
AR. DEER PARK HOTEL	-----	-----	6.45 AM	-----	9.40 PM	6.25 PM	8.50 AM	LV 5.25 PM
AR. PITTSBURG	-----	-----	12.00 NN	-----	-----	9.00 PM	-----	LV 5.15 PM
AR. CLEVELAND	-----	5.35 AM	-----	-----	-----	-----	-----	9.25 PM
AR. WHEELING (EASTERN TIME)	-----	8.45 AM	-----	-----	-----	-----	-----	7.30 AM
AR. COLUMBUS (CENTRAL TIME)	-----	5.15 PM	-----	-----	9.45 AM	-----	-----	-----
AR. OHIOAGO	-----	-----	-----	5.35 PM	-----	1.45 AM	-----	-----
AR. CINCINNATI	8.05 AM	-----	-----	12.10 AM	-----	11.25 AM	-----	-----
AR. INDIANAPOLIS	11.25 AM	-----	-----	9.35 PM	-----	7.20 AM	-----	-----
AR. LOUISVILLE	11.50 AM	-----	-----	7.28 AM	-----	1.40 PM	-----	-----
AR. ST. LOUIS	5.50 PM	-----	-----	6.15 AM	-----	7.55 PM	-----	-----
AR. OHATTANOOGA	11.25 PM	-----	-----	8.45 AM	-----	-----	-----	-----
AR. MEMPHIS	10.55 AM	-----	-----	8.15 PM	-----	-----	-----	-----
AR. NEW ORLEANS	-----	-----	-----	-----	-----	-----	-----	-----

Pullman Sleepers to all points. + Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MARCH 1, 1910.	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY
EASTWARD	AM	AM	PM	PM	PM	PM	PM
LV. OHIOAGO	-----	-----	5.40 PM	10.40 AM	-----	-----	8.30 PM
LV. COLUMBUS	-----	-----	-----	7.00 PM	-----	-----	-----
LV. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.25 AM	-----	-----	10.50 AM
LV. CLEVELAND	-----	-----	7.30 PM	-----	3.00 PM	-----	-----
LV. PITTSBURG	-----	-----	8.10 AM	-----	10.00 PM	-----	-----
LV. ST. LOUIS	* 9.00 AM	NOTE	-----	-----	-----	* 6.00 PM	1.15 PM
LV. LOUISVILLE	2.10 PM	1.45 AM	-----	-----	-----	9.28 PM	-----
LV. INDIANAPOLIS	3.10 PM	8.10 AM	-----	-----	-----	2.30 AM	-----
LV. CINCINNATI	* 5.35 PM	* 4.55 AM	-----	-----	-----	4.55 AM	-----
LV. NEW ORLEANS	-----	12.15 PM	-----	-----	-----	8.00 AM	-----
LV. MEMPHIS	-----	9.15 AM	-----	-----	-----	7.10 PM	-----
LV. OHATTANOOGA	-----	8.35 PM	-----	-----	-----	6.35 AM	-----
LV. DEER PARK HOTEL	5.05 AM	9.45 PM	-----	-----	-----	-----	-----
AR. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.35 AM
AR. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM

NOTE—On Sundays only train No. 4 leaves St. Louis 7.00 a. m.
Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Pullman Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Pullman Broiler-Buffet and Smoking Room Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellefleur. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Pullman Broiler Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Pullman Broiler Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Pullman Broiler Drawing Room, Smoking Room Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, E. C. JACKSON, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (New B. & O. Building), G. W. SQUIGGINS, Assistant General Passenger Agent; E. A. WALTON, District Passenger Agent; G. W. PAINT, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent; G. D. CRAWFORD, City Ticket Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 256 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. ROTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. McKEWIN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, A. V. HARGEN, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and Fifth Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 513 Traction Building, C. H. WISEMAN, District Passenger Agent; H. C. STEVENSON, Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent, 430 Walnut Street, T. J. WEST, City Ticket Agent. Vine Street and Arcade, C. G. COBB, Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., office, Avenida 5 de Mayo 3.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; E. H. SLAY, City Ticket Agent. Union Depot, E. J. BUTTERWORTH, Ticket Agent.
CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 4th and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOUISVILLE, KY., B. & O. S.-W., 4th and Market Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th Street Station, A. J. ORONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. KOCH, Ticket Agent.
NEWARK, OHIO, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, J. B. SCOTT, General Eastern Passenger Agent; E. V. EVERTSEN, Traveling Passenger Agent; A. J. SMITH, City Passenger Agent; E. D. AINSLIE, Ticket Agent, 1300 Broadway, S. R. FLANAGAN, Ticket Agent. No. 6 Astor House, G. F. PERRY, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 225 Fifth Avenue, RAYMOND & WHITCOMB, Ticket Agents. 55 Avenue B, Cor. 4th, MAX LEDERER, Ticket Agent; 77 Ridge Street, S. W. BARASCH, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. S. WALKER, Ticket Agent.
PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent; J. W. JONES, Ticket Agent (Ohio River).
PHILADELPHIA, 834 Chestnut Street, BERNARD ASHBY, District Passenger Agent; W. W. BAEKEY, Traveling Passenger Agent; C. D. GLADDOING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3856 Market Street, UNION TRANSFER CO., Ticket Agents. 603 5 South, 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAGOWAN, Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDDY, Traveling Passenger Agent. 403-5 7 Fifth Avenue, W. S. MILLER, City Ticket Agent; EDW. EMERY, City Passenger Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, G. S. BECK, Ticket Agent.
SAN FRANCISCO, CAL., 203 Monadnock Building, EDWIN ANDERSON, Pacific Coast Agent; C. W. DOERFLINGER, Traveling Passenger Agent.
SEATTLE, WASH., Room 210 Marion Block, D. L. MELVILLE, Traveling Freight and Passenger Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; L. L. HOERNING, City Passenger Agent; B. N. EDMONDSON, City Ticket Agent; L. G. PAUL and GEO. SCHEER, Station Passenger Agents; W. F. GEIBERT, Traveling Passenger Agent; B. W. FRAENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 1417 G Street, N. W., S. B. REGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; J. LEWIS, JR., Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. New Union Station, Massachusetts and Delaware Avenues, JOS. KAMPS, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BORKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McClure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent; 814 Market Street, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. O.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at
TICKET OFFICES THROUGHOUT THE COUNTRY.

O. W. BASSETT, General Passenger Agent,
 Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent,
 Baltimore & Ohio Lines West, Chicago, Ill.
 C. S. WIGHT, General Traffic Manager,
 Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

BALTIMORE & OHIO

Quick Dispatch Freight Service

"Q. D." No. 97 Westbound

	From New York	From Philadelphia	From Baltimore
	(Pier 7, 5.45 pm; Pier 22, 6.00 pm)	(East Side, 10.25 pm)	(Camden, 8.20 pm and 2.05 am)
To Chicago (due 5.00 am),	60 Hours	56 Hours	52 Hours
To Columbus (due 9.00 am),	40 Hours	36 Hours	32 Hours
To Cleveland (due 5.25 am),	36 Hours	32 Hours	29 Hours
To Wheeling (due 2.40 am),	33 Hours	29 Hours	24 Hours
To Pittsburg (due 3.00 am),	33 Hours	29 Hours	24 Hours
To Cincinnati (due 10.05 am),	41 Hours	37 Hours	33 Hours
To Louisville (due 5.15 am),	60 Hours	56 Hours	52 Hours
To St. Louis (due E. St. L. 6.40 am),	62 Hours	58 Hours	54 Hours

"Q. D." No. 94 Eastbound

	To New York	To Philadelphia	To Baltimore
	(Due 6.30 am)	(Due 10.40 pm)	(Due 6.00 pm)
From Chicago (6.00 pm),	60 Hours	52 Hours	48 Hours
From Columbus (7.30 pm),	57 Hours	49 Hours	44 Hours
From Cleveland (6.40 pm),	58 Hours	50 Hours	45 Hours
From Wheeling (9.50 am),	44 Hours	32 Hours	27 Hours
From Pittsburg (8.00 pm),	35 Hours	27 Hours	22 Hours
From Cincinnati (8.50 am),	46 Hours	38 Hours	33 Hours
From St. Louis (E. St. L. 3.00 pm),	63 Hours	55 Hours	50 Hours
From Louisville (7.45 pm),	58 Hours	50 Hours	45 Hours

CORRESPONDING FAST TIME BETWEEN OTHER POINTS EAST AND WEST

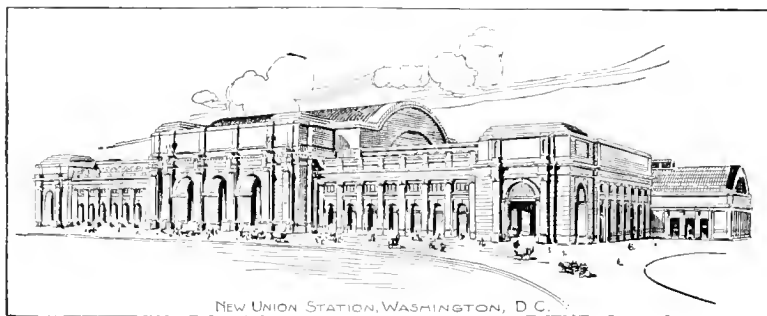
MERCHANDISE MOVED IN ONE NIGHT

In Both Directions

Between New York, Baltimore and Washington
Philadelphia, Baltimore and Washington

CONTINENTAL LINE FAST FREIGHT LINE OPERATING
VIA B. & O. R. R., EAST AND WEST

T. W. GALLEHER, General Freight Agent	-	-	-	BALTIMORE, MD.
O. A. CONSTANS, General Freight Agent	-	-	-	PITTSBURG, PA.
E. M. DAVIS, General Eastern Freight Agent	-	-	-	NEW YORK
C. H. HARKINS, General Western Freight Agent	-	-	-	CHICAGO
S. T. McLAUGHLIN, General Freight Agent B. & O. S. W.	-	-	-	CINCINNATI, OHIO
T. H. NOONAN, General Manager Continental Line	-	-	-	CINCINNATI, OHIO
C. S. WIGHT, General Traffic Manager	-	-	-	BALTIMORE, MD.



Baltimore & Ohio

SPRING EXCURSIONS

TO

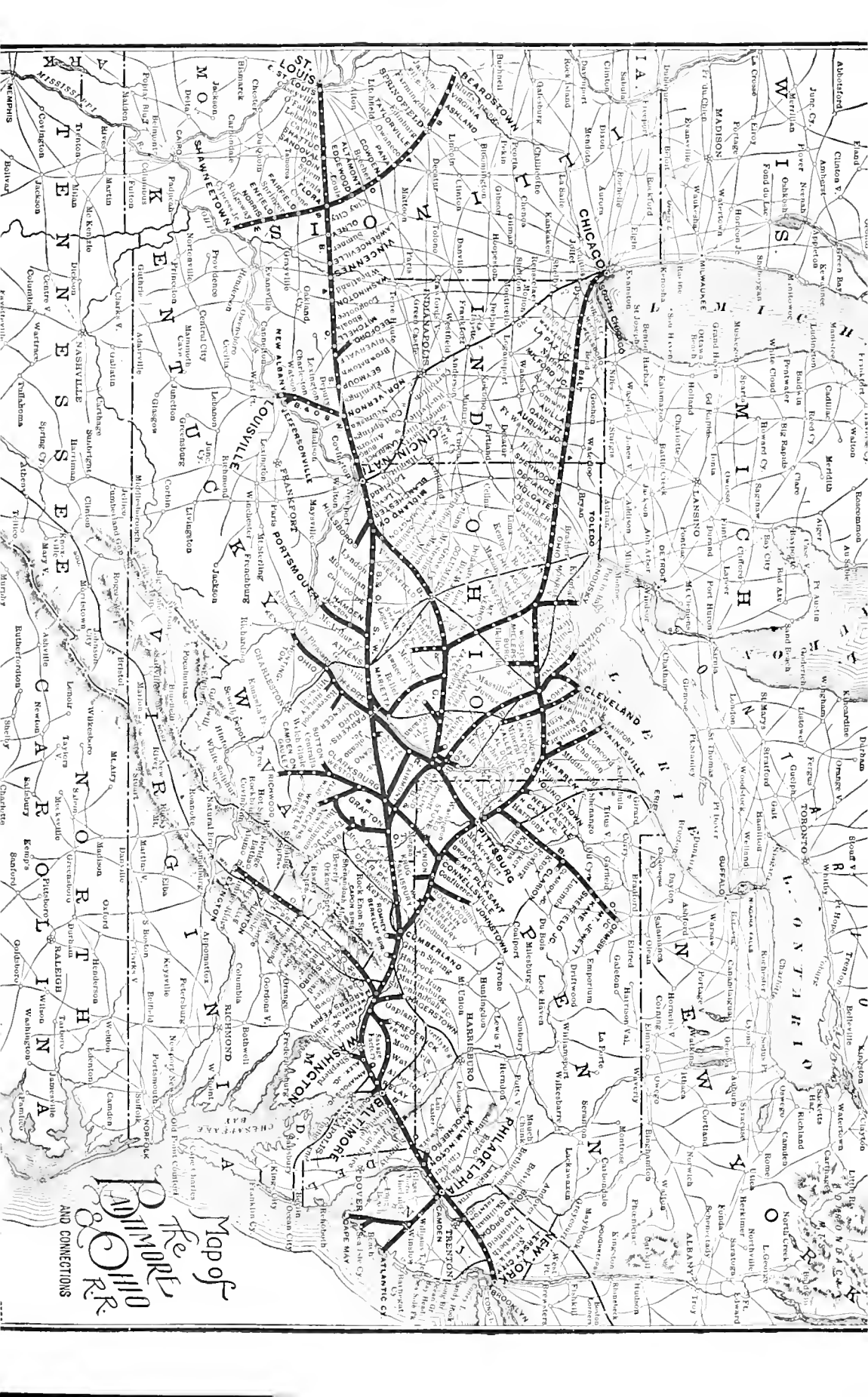
Washington and Baltimore

MARCH 28 and MAY 5, 1910.

Tickets will be on sale at stations named to **Washington** or **Baltimore** and return, for all regular trains, valid for return within ten (10) days, including date of sale.

Belington, W. Va.....	\$ 8.90	Moundsville, W. Va.....	\$ 9.65
Bellaire, Ohio.....	10.00	New Martinsville, W. Va. (via	
Belpre, Ohio.....	10.75	Moundsville).....	10.45
Benwood, W. Va.....	10.00	New Martinsville, W. Va. (via	
Benwood Junction, W. Va.....	10.00	Clarksburg).....	10.70
Braddock, Pa.....	8.60	Oakland, Md.....	6.20
Butler, Pa.....	9.00	Parkersburg, W. Va.....	10.75
Buckhannon, W. Va. (via Tygart		Philippi, W. Va.....	8.40
Junction).....	9.05	Pickens, W. Va.....	10.55
Buckhannon, W. Va. (via Clarks-		Pittsburg, Pa.....	9.00
burg).....	9.50	Parker's Landing, Pa.....	9.95
Clarksburg, W. Va.....	8.30	Piedmont, W. Va.....	5.45
Claysville, Pa.....	10.00	Point Pleasant, W. Va.....	11.50
Confluence, Pa.....	6.55	Ravenswood, W. Va.....	11.45
Connellsville, Pa.....	7.35	Richwood, W. Va.....	11.95
Cumberland, Md.....	4.57	Ripley, W. Va.....	11.95
Dunbar, Pa.....	7.35	Rockwood, Pa.....	6.05
Everson, Pa.....	7.35	Romney, W. Va.....	4.71
Fairchance, Pa.....	7.85	Rowlesburg, W. Va.....	6.85
Fairmont, W. Va.....	8.30	Sistersville, W. Va. (via Moundsville)	10.75
Foxburg, Pa.....	10.00	Sistersville, W. Va. (via New Mar-	
Grafton, W. Va.....	7.65	tinsville and Clarksburg).....	11.00
Hyndman, Pa.....	4.95	Somerset, Pa.....	6.30
Johnstown, Pa.....	7.35	Spencer, W. Va.....	12.45
Keyser, W. Va.....	5.30	Terra Alta, W. Va.....	6.50
M. & K. Junction, W. Va.....	6.85	Uniontown, Pa.....	7.65
Mannington, W. Va.....	8.30	Washington, Pa.....	10.00
Marietta, Ohio.....	10.75	Weston, W. Va.....	9.05
McKeesport, Pa.....	8.60	West Alexander, Pa.....	10.00
Mason City, W. Va.....	11.45	West Newton, Pa.....	8.05
Meyersdale, Pa.....	5.70	Wheeling, W. Va.....	10.00
Morgantown, W. Va.....	8.60	Williamstown, W. Va. (via Parkers-	
Mt. Pleasant, Pa.....	7.35	burg).....	10.75

No stop-overs will be permitted on going trip at any point en route. On tickets used to Baltimore, stop-over at Washington (without deposit of ticket) will be allowed on return trip, within final limit of ticket. Full details concerning time of trains, Pullman parlor and sleeping car accommodations, etc., will be furnished on application to ticket agents Baltimore & Ohio Railroad in above territory.



Map of
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Ohio

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EAST AND WEST



CALENDAR - 1910



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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29	30	31												31													

SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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25	26	27	28	29	30		25	26	27	28	29	30	31	24	25	26	27	28	29	30	25	26	27	28	29	30	31

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GENERAL TRAFFIC MANAGER
BALTIMORE, MD.

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With Return Limit October 31, 1910

TO

*MOUNTAIN
LAKE and
SEASHORE
RESORTS*

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VERY LOW RATES



SPECIAL EXCURSIONS

From points east of the Ohio River

June 23, July 7 and 21, August 4 and 18, September 1

SUMMER TOURIST TICKETS ON SALE

Deer Park Hotel

AND COTTAGES

DEER PARK, MARYLAND

On the Crest of the Alleghanies



Delightful Summer Resort in the "Glades" of the Alleghanies

This famous hostelry on the high plateau of the Alleghany Mountains, known as the "Glades," will open June 25, 1910, after a complete renovation of the entire property.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea-level, out of reach of malaria and mosquitoes. The hotel buildings are located in a magnificent park of 500 acres of forest and lawn. Miles of perfectly kept roadways afford delightful motoring and driving.

The hotel is thoroughly modern as to improvements and equipment, with bowling alleys, billiard rooms, tennis courts, golf links, swimming-pools, livery, etc., and the excellent cuisine has always been a matter of most favorable comment. No mountain resort equals it for accessibility—only eleven hours' ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six hours from Washington; seven hours from Pittsburg; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

Deer Park guests can take through sleeping cars from any of these cities and alight at the hotel without change of cars. The dining car service is excellent. Very few summer resorts enjoy the privilege of through train and Pullman car service from all points such as Deer Park.

For rates in hotel, annexes or cottages, or illustrated booklets and floor plans, apply to

W. E. BURWELL, Manager

B. & O. R. R. Building, Baltimore, Md. (until June 1)
Afterward Deer Park, Maryland

BOOK OF THE ROYAL BLUE

APRIL, 1910

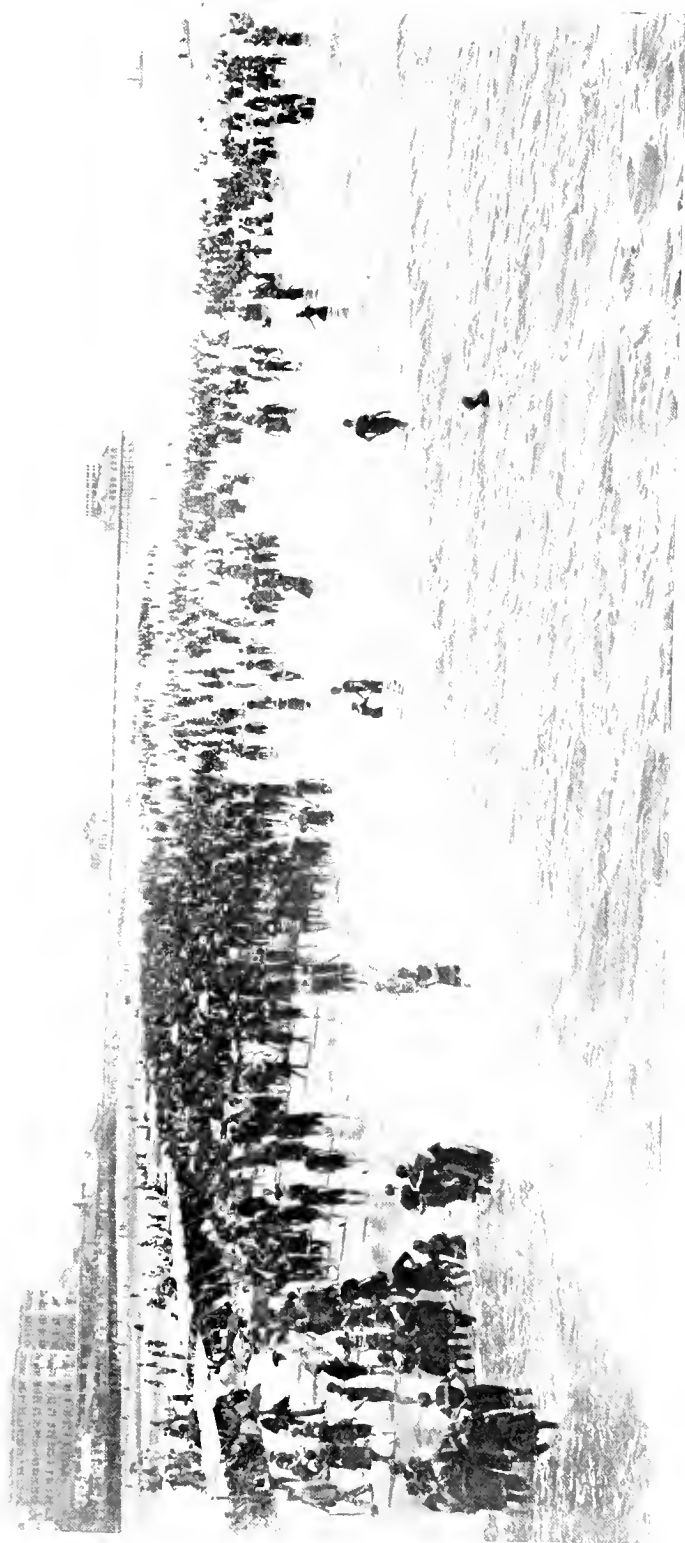
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FULLY ILLUSTRATED

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50 CENTS PER YEAR



BATHING HOUR, ATLANTIC CITY

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY
BY THE
PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD

WILLIAM ELLIOTT LOWES, EDITOR

VOL. XIII

BALTIMORE, APRIL, 1910

No. 7

Seashore Resorts



ATLANTIC CITY, N. J., is the Acropolis of the hundred or more seaside resorts along the Atlantic Coast. It lies fifty-six miles southeast of Philadelphia, and by reason of its accessibility and its magnificent ocean front has easily distanced its sister resorts in popularity.

It is on an island ten miles long and three-quarters of a mile wide at its widest

point, separated from the mainland of New Jersey by an estuary of the ocean.

It is pronounced to be the largest, richest and most popular watering place in the world. Its season never comes to an end, which gives it a great advantage over all resorts of its kind, for the proprietors of its prominent hotels do not reckon upon making the profits of one season carry them over to the next. There are over twelve hundred hotels and cottages devoted to the transient population. Some of them are as



THE BOARDWALK, ATLANTIC CITY



DURING BATHING HOUR, ATLANTIC CITY

magnificent in detail as can be found in the country. The rich can find luxury in its most profuse form, and the humble can procure less pretentious quarters and be comfortably provided for.

The splendid esplanade, or boardwalk, is free to all, rich and poor alike; and the magnificent bathing beach makes no distinction among its bathers. The boardwalk is four miles in length, reaching from the southern extremity of Atlantic City at Chelsea to the extreme northern end at the Inlet, where the waters of the ocean rush in and form the estuary which cuts the island from the mainland.

Thousands of people may be seen promenading the esplanade in a never-ending procession from early daylight, when the health-seekers are eagerly whiffing the early-morning salt-air breezes from the ocean, until midnight, when the pleasure-seekers are leisurely strolling toward their hotels.

The surf bathing which has made Atlantic City famous is one of the wonders of the world. It has been estimated on several occasions in the past three years that over one hundred thousand people have taken advantage of the bathing hours between 11.00 and 1.00 o'clock. The sight at this time defies description; men, women and children in bathing costumes of varied hues form a picture to be seen only at Atlantic City.

Aside from the ocean features, Atlantic

City has amusements of every kind. Great iron piers extend hundreds of feet into the sea. Each pier has its summer theater and bandstands, and for a nominal price one can enjoy the comfortable chairs of the pier and listen to the music of the bands throughout the entire day.

The Baltimore & Ohio Railroad, in connection with the Philadelphia & Reading Railway, conducts a series of popular excursions every summer to Atlantic City from the entire territory east of the Ohio River and from certain points of the lines west of the Ohio River.

CAPE MAY, N. J.

For generations Cape May has been known as one of the most attractive and recuperative resorts along the Atlantic Coast, and its popularity has steadily increased until Atlantic City alone surpasses this seaside resort in its cosmopolitan population.

The location of the city, which is in the southernmost part of New Jersey on Cape May Point, commands an ideal climate the year 'round, being fanned by the cool ocean breezes in summer and warmed in winter by the Gulf Stream.

The Delaware Bay, directly to the east, affords superb facilities for sailing, while the opportunities for a cruise from Philadelphia to Cape May are frequently taken advantage of.

In addition to its many well-appointed hotels, Cape May boasts of one of the finest hostelrys in the country.

The gently sloping beach permits an excellent roadway for automobile racing.

OCEAN CITY, N. J.

Ocean City lies a few miles south of Atlantic City and is reached by the Baltimore & Ohio Railroad in connection with the Philadelphia & Reading Railway. While not as popular with the masses as Atlantic City or Cape May, it has a popular representation of the people each season.

SEA ISLE CITY, N. J.

This is another of the popular seashore resorts reached by the Baltimore & Ohio Railroad in connection with the Philadelphia & Reading Railway. It lies midway between Ocean City and Cape May, and enjoys the same superb bathing facilities.

OCEAN CITY, MD., AND REHOBOTH BEACH, DEL.

These seashore resorts are mentioned together, as they enjoy somewhat the same popularity. They lie on the coast south of the Delaware Bay, and are reached by the Baltimore & Ohio Railroad to Baltimore, thence by boat and rail.

ASBURY PARK, N. J.

Like a magic city, with the advent of the summer season Asbury Park becomes one of the most populous municipalities of New Jersey, with a population bordering well toward seventy-five thousand. Asbury Park has a particularly fine location for a summer outing, and the beach front is one of the best on the North Atlantic Coast. It is bounded on the north and south by two beautiful fresh-water lakes, that to the north being known as Sunset Lake, which is most irregular in outline, its surface being dotted with many small and picturesque islands. Several hundred boats comprise the livery thereon, and gala events are frequent occurrences. At the south is Wesley Lake, a long, narrow and picturesque body of water separating Asbury Park from its sister city, Ocean Grove, by all odds the most famous camp-meeting city in the country.

The thoroughfares of Asbury Park are not only uncommonly wide, but are very well kept, and the greensward and profuse shade surrounding the residences add materially to the city's attractiveness.

The city has recently taken over the ownership of the beach front, and much has already been done to make the esplanade and boardwalk, which is eighty feet wide and some three miles in length, a special feature of attraction.

There is a casino of mammoth proportions on one of the piers extending into the



BOARDWALK AT ASBURY PARK

ocean, and reached directly from the boardwalk, where a series of daily concerts and entertainments is given by the best and

centers with the hotels. The hotels are comfortable domiciles, with every convenience the tourist may exact, and a cuisine



SUNSET LAKE, ASBURY PARK

most noted musical organizations and artists in America.

The roads leading to the inland and surrounding country are noted for their picturesqueness, and driving and motoring are

which is not surpassed anywhere. There are also innumerable boarding-houses, at which very comfortable accommodations may be obtained.

At the smaller boarding-houses one may



ASBURY PARK CASINO

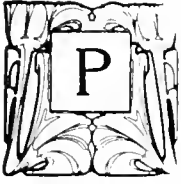
popular pastimes. An adequate trolley line brings the nearby towns of Avon, Belmar, Spring Lake, Elberon and Long Branch within easy riding distance of Asbury Park, while a belt line service in the city connects the boardwalk, public halls and business

be accommodated for \$5 per week, the more pretentious boarding-houses charging from \$10 to \$15 per week; the small hotels furnish very good accommodations for \$15 to \$20 a week, but at the larger hotels prices range from \$5 a day upward.



Lake Resorts

PUT-IN-BAY AND THE ISLANDS OF LAKE ERIE



PUT-IN-BAY, which claims to be the most important summer resort west of the Alleghany Mountains, is one of the prettiest resorts of the Great Lakes. The island lies about twenty-two miles north of Sandusky, in Lake Erie, whilst close around it are Kelley's Island, Pelee, Middle Bass, Ballast, Gibraltar, and many smaller islands, each of which has its distinct individuality. □ Put-in-Bay Island is the largest and most attractive of the group. Its magnificent scenery, pure water, bracing atmosphere, entire absence of dew, superb boating, bathing and fishing have made it popular

for years. There are five large hotels on the island, and an electric railway, many handsome summer cottages, magnificent bathing beaches with bathhouses, toboggan slides, etc. The surrounding islands are so close to Put-in-Bay as to make it the head of a large family of pleasure seekers. The famous fishing for which Put-in-Bay and the islands are noted needs no mention here. The islands are the headquarters for the yachting and canoeing associations of the Middle West, and ever enthuse new interest to lovers of the aquatic sport.

These resorts are reached by the Baltimore & Ohio Railroad to Sandusky, and an excellent line of steamers meets all trains and makes deliveries of passengers to the islands.



"THE BREAKERS," CEDAR POINT, OHIO

CEDAR POINT, OHIO

Cedar Point, the beautiful Lake Erie resort, is situated on a semicircular neck of land stretching out into the lake, and is conceded to be the largest summer resort in the world under one management. Over a million people flocked to this point during the last season from all points of the compass. So popular has it become and so numerous are its amusements that it has frequently been termed the "Coney Island" of the Central West.

The management of Cedar Point has made it its chief object to cater to the comfort, health and pleasure of the tourists,

and the beautiful wooded peninsula of nearly seven square miles in extent has grown into a modern summer resort with accommodations for 50,000 people, and has the largest and best hotel facilities on the Great Lakes.

Its famous beach is seven miles long and is considered the safest and most perfect fresh-water bathing in the country. Here may be seen daily thousands enjoying their dip in the surf, while hundreds of children make the clean white sands of the beach their playground. Among the other pleasures are boating, bowling, fishing, sailing,

rowing and woodland rambles, and, in fact, you have but to choose your pleasure and it is easily found.

The coliseum is of mammoth proportions, having a capacity of more than 10,000 people, while the immense ballroom is the scene of continuous dancing every afternoon and night. Crystal Rock Castle is also very popular with visitors, and in the afternoon and evenings parties of pleasure-seekers gather to enjoy the music and discuss the topics of the day. Another enchanting feature is a series of lagoons, which wind in and out among the most picturesque portions of the park for a distance of nearly three miles, and a trip on one of the auto-boats, which ply these waters, is a never-to-be-forgotten recreation.

The accommodations for guests at Cedar Point are unsurpassed by any summer resort. The hotels are large and completely equipped, the most extensive of which is the Breakers, with every modern convenience. It covers an area of over six acres of ground and contains nearly 700 outside rooms, all of which afford an unobstructed view of the bathing beach and Lake Erie. The Breakers Annex and the White House are two commodious and nicely furnished hotels, in addition to which there are many cozy cottages, which make most attractive summer homes.

Cedar Point is easily accessible from points on the Baltimore & Ohio Railroad via Sandusky, Ohio, where steamers meet all trains and make trips to and from the resort every twenty minutes.

LAKESIDE, OHIO

Lakeside is another Lake Erie resort near Sandusky, and is known as the "Chautauqua" of the lakes. For more than twenty-five years it has attracted, enlightened and entertained its thousands of frequenters. Chautauqua work, kindergarten, summer schools, bathing, fishing and boating all combine to instruct and amuse patrons.

LAKE WAWASEE, IND.

Not more than three hours' ride from Chicago, on the main line of the Baltimore & Ohio Railroad, is the summer resort of Wawasee, built on the shores of the lake bearing the same name. Lake Wawasee, formerly known as Turkey Lake, is located almost at the apex of a high range of hills in

Northern Indiana, which marks the great watershed between the Gulf of St. Lawrence and the Gulf of Mexico, and is the most beautiful, many times the largest, and in altitude the highest, of any of the lakes of the State. It is conceded to be one of the most picturesque lakes in the Middle West.

The lake is nine miles long and from two to three miles wide. Its shore line, including indentations, is nearly forty miles. Its average depth is about twelve feet, and while there are many channels, varying from sixty to eighty feet in depth, the shores are shallow, running off gradually to the deep water, making it very safe for women and children on the sandy beaches. There are nine commodious steamers, which carry passengers to all points on the lake.

The hotel accommodations at Wawasee are of the best, and with its many natural advantages has become one of the leading summer resorts of this section. The Wawasee Inn, the largest hostelry at the resort, is beautifully situated on a high bluff, surrounded by trees and an extensive lawn. The grounds belonging to the hotel cover an area of thirty-five acres.

Fishing with rod and line is permitted in the waters of Indiana at all times of the year. Lake Wawasee is fed entirely by springs, and its clear, cold waters are the homes of the gamest of fish. Small and large mouthed black bass are caught in large numbers, while the experienced fisher for pike secures many fine specimens, ranging in weight from seven to twelve pounds. Perch, blue gills, sunfish, croppies, red eyes, catfish and channel catfish are easily caught and large hauls are reported daily. All conveniences for fishing are at hand; bait is easily secured and boats and oarsmen may be hired at any time.

Duck hunting is a favorite pastime of the sportsmen at the lake, this point being a regular stopping place and natural feeding ground for wild ducks and geese in their semi-annual migrations. Here may be found all the different species of wild duck, including the mallard, black mallard, pin-tail, butter ball, teal, golden eye, red head and blue bill. Wild geese and jack snipe are very plentiful.

The Inn Annex is prepared to care for sportsmen from April 15th to November 1st, and the months of May, June, September and October are particularly recommended for the votary of rod and gun.



Lawn Station

DEER PARK HOTEL, MARYLAND

Alleghany Mountain Resorts

DEER PARK, MD.



WAY up in the Alleghanies is a broad plateau, 3,000 feet above the level of the sea, which forms the great watershed to the Atlantic on the east, the Mississippi on the west and the Gulf of Mexico on the south. This plateau is comparatively level for a distance of nine miles, and is covered with beautiful forests, in the midst of which, about three miles apart, are Deer Park, Mountain Lake Park and Oakland. To reach either of these resorts the tourist will have to traverse some of the most charmingly

center building the eastern and western annexes form a pleasing picture to the architectural eye. Either one of these buildings would form a large hotel, but virtually they are one structure, being connected by a covered passageway along the first and second floors. The splendid buildings, with big, airy rooms and immense verandas, are on top of a knoll, with the beautiful lawn sloping gently to the railway station, five hundred yards distant.

The hotel is supplied with every conceivable modern appliance for the convenience of its guests. Nothing is omitted which is necessary to the taste of the most



GOLF AT DEER PARK

picturesque scenery on the American continent, constantly increasing as he approaches the top of the mountain range from either east or west. Of the three resorts, Deer Park has the most beautiful natural location.

Standing in the midst of a densely wooded tract of five hundred acres, the Deer Park Hotel and its family of cottages present a most attractive sight. Much care was exercised in the preservation of the forests while removing enough trees to enhance the beauty of the grounds. Rising above the surrounding oaks, beech, maples, etc., the roof line of the main hotel reveals itself above a verdant background of dense foliage. To the right and left of the spacious

fastidious person, notwithstanding its isolation on the top of a mountain. It is a city in itself, provided with its own gas and electric plants and water system. The sewerage and sanitary arrangements are the best that modern engineering could achieve.

There are many people who desire to leave their city homes and visit resorts, but are not desirous of living at a hotel. For these persons there are delightful private cottages in the immediate vicinity of the hotel, which are fully equipped and beautifully furnished for housekeeping, if so desired; but should the occupants wish, they can arrange for their meals at the hotel. It has been customary to open

these cottages about June 15th of each year and the hotel proper June 25th.

Not far from the hotel in a beautiful spot is "Boiling Spring," issuing from the rocky heart of the mountain, from which the

wire house, securely roofed and locked, to absolutely prevent any impurities falling therein. The two swimming pools at the hotel are supplied with this water. One of these pools is for the exclusive use of



TENNIS COURTS, DEER PARK

most delightful crystal-clear water flows in superabundance. It has a daily flow of one hundred and fifty thousand gallons of purest water, even supplying the two large swimming pools of the hotel. Deer Park water as a table water has no equal, and is by

ladies and children, and the other for gentlemen; the temperature of the water is regulated by a complete system of heating. Turkish and Russian baths are connected with the swimming pools. A supplementary amusement building or casino is pro-



PORTION OF PARK SHOWING COTTAGE

analysis absolutely pure. The water is highly recommended by leading physicians for its purity, and it is used throughout the entire dining-car system of the Baltimore & Ohio Railroad. The spring is about two miles from the hotel and is encased in a

vided with billiard and pool tables and an immense bowling alley.

The "Glades" furnish enchanting drives and bridle paths through the mountain forests, and consequently a suitable livery establishment is one of the features of Deer

Park. Vehicles of all kinds can be furnished, from a dog-cart to a tally-ho, and good horses are available for either driving or riding. Accommodations are provided for horses and vehicles brought by guests to the park. There are excellent roads for cycling, tennis courts and ball grounds. The golf course is a special feature. Morning and evening band concerts are part of the daily routine at the hotel.

Notwithstanding Deer Park has its own individual attractions, it is favored with the very best transportation facilities, the lack of which is so often a detriment to a sum-

mer resort. It is situated on the main line of the Baltimore & Ohio Railroad, and is only eleven hours' ride from Cincinnati or New York; eight and one-half hours from Philadelphia; six and one-quarter hours from Baltimore; five and one-quarter hours from Washington; six hours from Pittsburgh; eight and three-quarter hours from Columbus; twenty-one hours from St. Louis, and eighteen and three-quarter hours from Chicago. From each of these cities through Pullman sleeping cars land passengers at the hotel. The day trains have parlor-observation cars and dining cars.



"ENCHANTING DRIVES THRO' THE MOUNTAINS"



FAMOUS SPRING AT DEER PARK

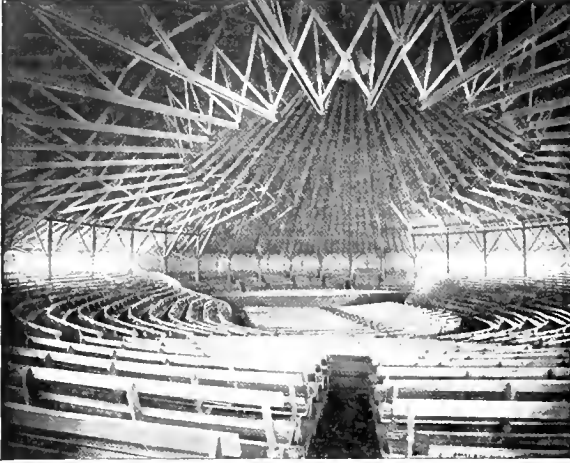
MOUNTAIN LAKE PARK, MD.

About four miles from Deer Park is Mountain Lake Park, the annual meeting place of the Mountain Chautauqua and camp meetings. The Mountain Chautauqua was established in the fall of 1881, and during three months of the summer it is the scene of special interest, as large gatherings of intelligent people hold their religious and secular meetings in buildings especially provided therefor. The large auditorium seats

about six thousand people, adjoining which is a large building consisting of lecture and schoolrooms devoted to educational features. Ample provision is made for guests in the Mountain Lake Park Hotel and the Loch Lynn Heights Hotel. There are six or seven small hotels and many good boarding-houses, besides over two hundred cottages, which have their temporary occupants during the entire summer. This resort has



A VIEW OF "THE GLADES" FROM MOUNTAIN LAKE PARK, MARYLAND



AUDITORIUM, MOUNTAIN LAKE PARK

been very popular with the States of Maryland, Pennsylvania, West Virginia and Ohio, and each summer there are days set apart for special entertainments, when at such times excursion rates are named to cover quite a contiguous territory, and each excursion is eagerly patronized. The season opens June 1st, and from that time throughout the summer Mountain Lake Park becomes a combined resort of health and rest, with the advantages of school and lyceum. The park is on the main line of the Baltimore & Ohio Railroad, and is easily reached by through trains east and west without change of cars.

OAKLAND, MD.

Six miles west of Deer Park and two miles west of Mountain Lake Park is Oakland, which is a thriving little city with a regular population of fifteen hundred people. It contains many beautiful homes, and is most picturesque. There are innumerable lovely private cottages in the neighborhood of Oakland owned by residents of distant cities, notably Cincinnati, Baltimore and Washington. These cottages are occupied every summer, and their owners claim the climate is the most delightful to be found.

Oakland is also on the main line of the Baltimore & Ohio Railroad, and all trains make regular stops.

The beautiful hotel, the Oak-

land, is most delightfully situated, with the mountain as a background. It has a capacity of three hundred and fifty guests.

From Oakland beautiful drives lead to Deer Park, Mountain Lake Park, Eagle Rock, Aurora, Eglon, Table Rock and Brookside.

BROOKSIDE, W. VA.

Brookside, W. Va., is an attractive mountain resort, ten miles from Oakland and twelve miles from Deer Park, over roads which are unsurpassed for smoothness and picturesque scenery. At the West Virginia line this road merges into the old Northwestern Turnpike, which passes Brookside on its way to Wheeling. The resort derives its name from the propinquity of the Ryon Trout River, a tributary of the Youghiogheny River. Brookside is reached by the Baltimore & Ohio Railroad via Oakland.

AURORA, W. VA.

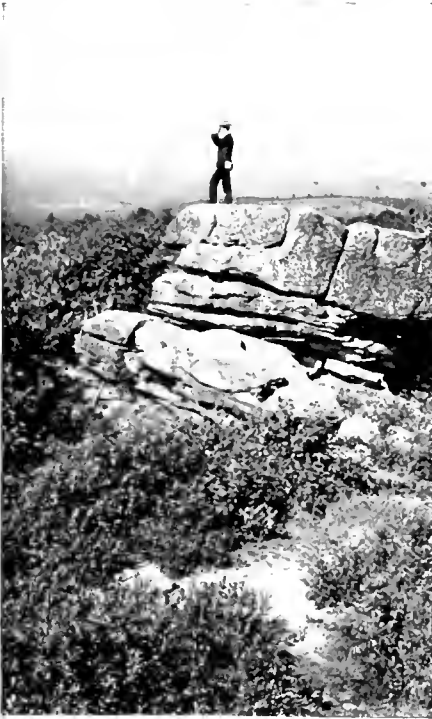
Another beautiful summer resort among the lofty mountains and removed from the immediate vicinity of the railroad is Aurora, in West Virginia, twelve miles from Oakland and about the same distance from Deer Park. It is one of those places where people dress as they please, and is free from conventional formality. It is provided with two hotels and a dozen or more cottages. The scenery round about is that which is characteristic of the Cheat River territory for picturesqueness. Aurora is reached by the Baltimore & Ohio Railroad via Oakland.



OAKLAND HOTEL, MD.

EGLON, W. VA.

A ten-mile drive from Oakland leads to this picturesque mountain home. Every summer its cottages and the one hotel are full of guests from all the principal cities. It is in the neighborhood of Aurora and Brookside, and enjoys the same privileges and magnificent scenery. Like its sister resorts, Eglon is reached by the Baltimore & Ohio Railroad via Oakland.



FROM THE ALLEGHANY HEIGHTS

MONT CHATEAU HOTEL, W. VA.

The Cheat River, in the West Virginia Mountains, furnishes scenery marvelously beautiful throughout its entire length; but it probably reaches the climax of its beauty at Mont Chateau, a short distance by stage ride from Morgantown, W. Va. An old-fashioned, but wonderfully quaint and easy hotel affords splendid accommodations to its guests. It is easily reached by Baltimore & Ohio trains to Morgantown, W. Va.

TERRA ALTA, W. VA.

Ten miles west of Oakland, across the West Virginia line, is Terra Alta, a delight-

ful mountain resort of modest proportions. The town lies on the highest mountain peak west of the "Glades," at an elevation of 2,600 feet. For a lover of nature, in its unadulterated form, Terra Alta is ideal; its name, meaning high earth, is appropriate, for at this point the Alleghanies drop abruptly to the west, and most magnificent views of various mountain ranges are here obtained.

Being the highest point on the edge of the mountain there are no obstructions to the delightful summer breezes from the west, and the cool rarefied air is ever refreshing. There are no mosquitoes, and malaria is not known.

Terra Alta is the logical center of a wide mountain resort community; it is but two hours' drive to Aurora and three miles to Gregg's Knob, which is 3,000 feet high. The many mountain ranges about afford delightful trout fishing in the many brooks. The famous Cheat River Valley is but six miles away.

Those who are looking for a most delightful mountain home, devoid of all ostentation, and furnishing every possible delight that mountains afford, can find it at Terra Alta.

There are two good hotels and innumerable boarding-houses, which offer every comfort at reasonable rates; besides these, board can be obtained at many of the farm houses in the vicinity, and a few weeks or a season is a health investment from which dividends are large.

HARPER'S FERRY, W. VA.

At the confluence of the Potomac and Shenandoah rivers, nestled on the rocky promontory which marks the extreme eastern point of West Virginia, lies Harper's Ferry, on the main line of the Baltimore & Ohio Railroad. It is built upon a hill known as "Bolivar Heights," and is overshadowed by the mountains known as "Loudon Heights," across the Shenandoah River, in Virginia, and by "Maryland Heights," across the Potomac, in Maryland. This historic town, unsurpassed in beauty and historic connections, is becoming more and more of a summer resort. Several well-equipped hotels and cottages are built in locations to command the finest scenery of the rivers and mountains, with prices within reach of all. Each summer has added to its popularity, and while not possessing any of



HARPER'S FERRY, W. VA.

the springs or other attractions which make up the average mountain retreat, it has a peculiar interest entirely its own, and an unparalleled variety of scenery which bids fair to its becoming a resort of great prominence in the near future.

Of the famous John Brown's raid there remains nothing but the monument where his improvised fort stood, and the foundation stones of the United States arsenal. The Government has marked with iron tablets the history of the Civil War. The old houses and churches still remain as in days gone by. Jefferson's Rock still commands that famous view of the Shenandoah made historic by Thomas Jefferson, whilst farther up the Shenandoah River, on the Virginia side, John Brown's fort stands by itself in a lonely field, where it was rebuilt on its return from the Chicago World's Fair. Harper's Ferry is at the head of the beautiful Shenandoah Valley, and the Valley branch of the Baltimore & Ohio Railroad leads therefrom to all the famous resorts in the valley, so well known in the last hundred years, and as a consequence numbers of visitors locate at Harper's Ferry and make their pilgrimages therefrom down the beautiful valley.

OHIO PYLE, PA.

There are few places in the mountains combining so many attractions as Ohio Pyle. The hotel grounds are only a few steps from the Baltimore & Ohio Railroad station, and upon a gently rising elevation, which forces the Youghiogheny to change its course abruptly to the south. The houses are erected upon a high wooded knoll, which has been cleared for them for

some distance around, and converted into a lawn flanked on two sides by a forest and on another by the river, while the remaining side is walled in by the mountain ridge. The whole body of the Youghiogheny here pitches over the precipice, and to say that it seems to boil with rage, or that it writhes and fumes to a white heat, is to express but feebly the whirling caldron below. On one side of the river the mountains rise to a sheer height of hundreds of feet; on the other a romantic old mill, age worn and moss covered, lends a picturesqueness which artists' eyes love to behold.

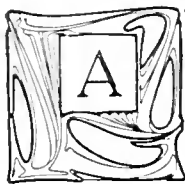
MARKLETON, PA.

Markleton Sanatorium is situated on the main line of the Baltimore & Ohio Railroad, between Cumberland and Pittsburg, in a secluded nook in the Alleghanies, shut in by mountains from the outside world, affording a quiet, restful retreat for the sick, free from extreme weather in either summer or winter.

The sanatorium is surrounded by beautiful and romantic walks and drives, and the forests and streams about it furnish splendid sport. The altitude is between 1,700 and 1,800 feet. The water, which is pure and abundant, comes from numerous springs high up on the mountain side. There is also a mineral spring, the water of which has proven highly beneficial in cases of dyspepsia and constipation. There are excellent physicians and competent nurses in attendance, and baths of all kinds, viz., salt, electric, Turkish, vapor, etc., are furnished. The hotel, with a capacity of one hundred and fifty, is open the year 'round. It is only three hours from Pittsburg, six from Washington, and seven from Baltimore.

Mineral Springs

WEBSTER SPRINGS, W. VA.



AT Addison, the county seat of Webster County, W. Va., in the beautiful valley of the Elk River, surrounded by noble hills, at an altitude of 2,240 feet, lies Webster Springs, fast becoming a popular resort on account of its salt sulphur baths. Although the springs have been known for many years, it has only been within the past few years that they have been readily accessible. Now it is different; the long stage-coach ride has been superseded by the railroad, and a large

The combined effect of warm salt-water baths and of drinking the cold sulphur water, apart from its great value in the numerous specific ailments referred to, is to eradicate from the system entirely all morbid secretions and accumulations, and to improve nutrition and secretion in a natural manner, and restore all functions to a state of health.

Webster Springs is reached by the West Virginia Midland Railroad, connecting with the Baltimore & Ohio Railroad at Holly Junction, W. Va. Direct connections are made with through trains from New York, Philadelphia, Baltimore and Washington, with good connections from Pittsburgh, Wheeling and Cincinnati. The ride over the mountains from Holly Junction to the springs is most picturesque and interesting. The view of the valleys of the beautiful and picturesque Holly and Elk rivers from precipitous heights, with range after range of mountains in the distance, are the most beautiful of the great Alleghany chain of mountains.



WEBSTER SPRINGS HOTEL

and spacious hotel, beautifully located, has supplanted the former meager accommodations.

The Webster Springs Hotel is one of the best-appointed hotel resorts in the two Virginias, and is probably the largest hotel in West Virginia.

The feature of greatest interest is the sulphur baths, which have highly curative qualities in cases of stomach, liver and kidney trouble. The new baths have been built as a part of the hotel, located in the first story of the east wing, in direct communication with the upper floors by stairs. A full complement of women's and men's baths have been installed, and there have been added thereto steam rooms, hot-air rooms, massage rooms and a plunge bath or swimming pool; in fact, a complete Russian and Turkish bath equipment.

BEDFORD SPRINGS, PA.

Bedford Springs, located at Bedford, Pa., ten miles from Hyndman Station, on the Baltimore & Ohio Railroad, in the Alleghany Mountains, 1,100 feet above tide-water, comprise the Magnesia Spring, the Sulphur Spring, the Pure Spring and the Iron Spring. The mountain air is bracing, the nights are delightful, with no mosquitoes, and malaria is unheard of. It has been patronized as a summer resort for three-quarters of a century, and the attractions of the place are well known.

Celebrated as mineral waters have become all over the world for the cure of disease, there has been none to surpass, and in this country none to equal in virtue, the Bedford Magnesia Spring.

The Sulphur Spring rises on the west side of Shover's Creek, about two hundred yards distant from the Magnesia Spring. It is less copious than the others, and the water exhales a very strong odor of sulphureted hydrogen gas. Chemical experiments prove that it holds in solution



BEDFORD SPRINGS HOTEL

carbonic acid, sulphureted hydrogen gas, small quantities of lime, magnesia and common salt, and that it contains no iron. The water is very valuable in the treatment of blood diseases and chronic inflammation. There are excellent hotel accommodations.

CAPON SPRINGS, W. VA.

Situated on the western slope of the Great North Mountain, of the Shenandoah Range, at an elevation of 1,800 feet, Capon Springs offers a most delightful place in the mountains to spend the summer, and is reached via the Baltimore & Ohio Railroad via Capon, W. Va.

The prevailing west winds, coming as they do from the top of the Alleghanies, give to the air a cool, dry freshness and crispness singularly invigorating and agreeable. Besides being a most attractive summer resort, it is one of the greatest health resorts in this country, and many are the men and women who owe their relief from suffering, their health and their strength to Capon Springs.

The Capon Spring, which is an alkaline lithia water, is one of the best medicinal mineral, as well as one of the finest table waters in the world. The water gushes forth from the base of a picturesque mass of rock, in an abundant, bold stream — clear, light, sparkling, almost effervescent. There are also two iron springs near by, whose waters are a most excellent tonic. The bathing establishment is perfect in its

appointments, and baths can be had of any temperature desired in the water of Capon Spring. A swimming pool is supplied by an ever-running stream of alkaline lithia water.

JORDAN'S WHITE SULPHUR SPRINGS, VA.

Jordan's White Sulphur Springs are situated one and one-half miles from Stephenson Station, on the Baltimore & Ohio Railroad, in a most delightful district. The surrounding hills are covered with a luxuriant vegetation, and the climb to the top of almost any one of them is compensated by a series of magnificent views. The resort is a favorite one for families, many of them returning regularly season after season. The main spring, known as the White Sulphur, is in the center of the grounds, although near by are wells of pure, sweet water, free from mineral qualities. The country about Jordan's White Sulphur Springs lies some 500 feet above the level of Harper's Ferry, and therefore the pure air, together with the fragrance of the pines, which cover the surrounding hills, is refreshing and healthful. As the name implies, the water is largely impregnated with sulphur and the minerals usually accompanying it.

RAWLEY SPRINGS, VA.

Rawley lies in the very heart of the characteristic Shenandoah Valley, high up in the



CAPON SPRINGS HOTEL

Shenandoah Mountains. It is reached by stage, eleven miles from Harrisonburg.

Chalybeate spring water characterizes the place and makes it one of the famous resorts for which Virginia is noted. It is a restful haven—one of those places where one can get away entirely from the busy world and let Nature's remedies repair the loss from an over-worked body.

Harrisonburg, the railroad terminal, is on the Valley branch of the Baltimore & Ohio Railroad via Harper's Ferry. The main hotel affords accommodations for one hundred and twenty-five persons.

BERKELEY SPRINGS, W. VA.

Berkeley Springs is situated on the Berkeley Springs branch of the Baltimore & Ohio Railroad, one hundred miles west of Washington and two hundred miles east of Pittsburg, on the eastern slope of the Alleghanies, and is of easy access from all the larger cities of the country. It is one of the oldest resorts in the country, patronized by the Washingtons, Fairfaxes, and other families of historic fame.

The springs are in an elevated and healthful mountain district, highly picturesque, and possessing historic and social associations from the time of Washington to the present day. They have been visited for more than a hundred years by thousands of people in search of health and pleasure. The water is used for both drinking and



RAWLEY SPRINGS, VA.

bathing, and when used as a bath at its natural temperature, 75 degrees Fahrenheit, is most delightful and invigorating. The waters flow from five springs at the rate of two thousand gallons per minute. The Fairfax Inn, accommodating two hundred people, furnishes accommodations at extremely reasonable rates. Besides the hotel there are six boarding-houses in close proximity to the springs.

ORKNEY SPRINGS, VA.

Orkney Springs, Va., situated among the foothills of the Alleghanies, 2,300 feet above sea-level, twelve-mile drive from Mount Jackson, are reached by the Valley branch of the Baltimore & Ohio Railroad in connection with the Southern Railway. The unequalled variety of mineral waters found here includes the "Chalybeate," "Blue Sulphur," "Healing," "Arsenic," "Alum" and the famous "Bear Wallow" spring. The three hotels and seven cottages afford accommodations for seven hundred and fifty guests.

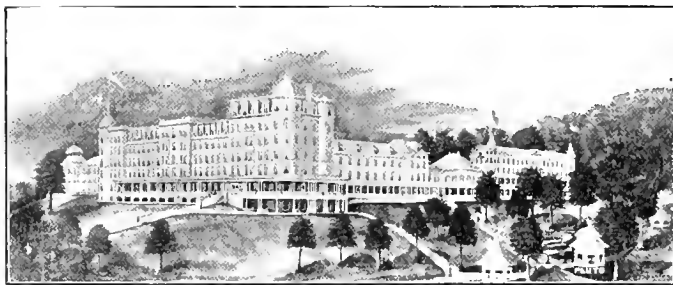
FRENCH LICK SPRINGS, IND.

French Lick Springs are located in Orange County, Ind., one hundred and fifty miles from Cincinnati, and are reached by the Baltimore & Ohio Railroad and its connection, the Baltimore & Ohio Southwestern Railroad, via Mitchell, Ind.

The springs issue into a valley crescented by the knobs of the Cumberlands, beautifully located, with unsurpassed views, surrounded by three hundred acres



BERKELEY SPRINGS, W. VA.



FRENCH LICK HOTEL

of beautifully shaded lawn. The water emerges in gushing springs from a tertiary soil of rocky formation, rich in glauberite, crystals of calcium. It is a clear, colorless water of specific gravity 1020, that bursts with unusual holdness, with a uniform temperature of 55 degrees Fahrenheit during the winter and summer. "Pluto," the largest spring, has an output of eighty gallons per minute. The water from this spring has a phenomenal record in curing bowel, kidney, stomach and liver affections. "Proserpine," another spring, issues water of medium strength, and is used where only mild treatment is desired. "Bowles Springs," as compared with "Pluto" and "Proserpine," represents the mildest water, and is by far, in virtue of its happy combinations of the elements, the best diuretic known. It is said to be the strongest chalybeate spring yet discovered. It has wonderful effects in cases of Bright's disease. The "Bath" spring issues heavy alkaline water, rich in sulphur compound. It is bluish black in color and almost opaque.

The new hotel just completed at French Lick materially increases the capacity for guests. The building is architecturally at-

tractive and furnished in the most complete and elaborate manner.

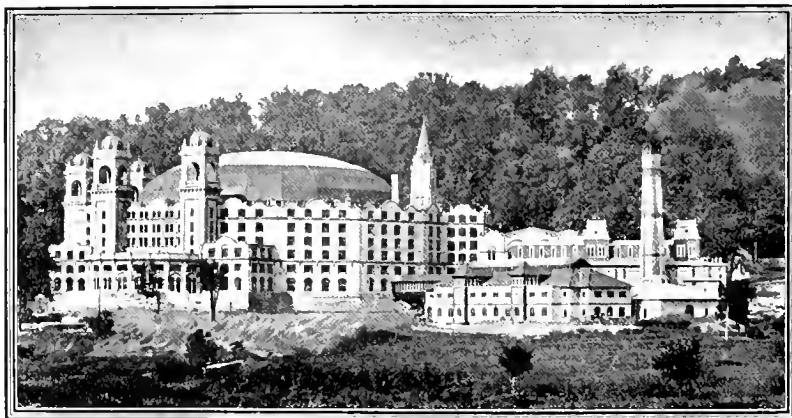
WEST BADEN MINERAL SPRINGS, IND.

West Baden Springs are known as the "Carlsbad of America," and are but one mile from French Lick, reached by the Baltimore & Ohio and Baltimore & Ohio Southwestern railroads by way of Mitchell, Ind. There are no waters so favorably known for the cure of inebriation as those found at West Baden. They are an absolute specific for alcoholism in all its forms.

The large hotel is beautifully located and thoroughly up to date, containing over six hundred rooms.

PAOLI LITHIA AND SULPHUR SPRINGS, IND.

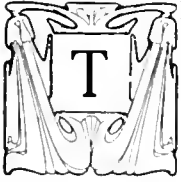
These springs are situated near French Lick and West Baden Springs, and have the same direct train connections at Mitchell, Ind., from points on Baltimore & Ohio and Baltimore & Ohio Southwestern railroads as have the other resorts. Paoli is supplied with amusements of various kinds, beside the benefits of the wonderful waters.



WEST BADEN HOTEL

Battlefields of the Civil War

GETTYSBURG, PA.



THE chief interest of Gettysburg is historic, and this it is that attracts tourists from all parts of the world. The greatest battle, considered the "high-water mark" of the Civil War, was fought here on the 1st, 2d and 3d of July, 1863, between the national forces under General Meade and the Confederate Army under General Lee. The principal object of interest, Cemetery Hill, so named from having long been the site of the village cemetery, forms the central and most striking feature at Gettysburg. Here were the Union headquarters, and standing on its crest the visitor has the key to the position of the Union forces during those eventful three days of July. Flanking Cemetery Hill on the west, about a mile distant, is Cemetery Ridge, on which were General Lee's headquarters and the bulk of the Confederate forces. Other spots usually visited are Benner's Hill, Culp's Hill, Round Top and Little Round Top; also Willoughby Run, where Buford's cavalry held A. P. Hill's column in check during two critical hours. The National Cemetery, containing the remains of the Union soldiers who fell in the battle of Gettysburg, occupies about seventeen acres on Cemetery Hill adjacent to the village cemetery, and was dedicated with imposing ceremonies and an impressive address by President Lincoln, November 19, 1863. A soldiers' monument, sixty feet high and surmounted by a colossal marble statue of Liberty, dedicated July 4, 1868, occupies the crown of the

hill. At the base of the pedestal are four buttresses bearing marble statues of War, History, Peace and Plenty. Around the monument in semicircular slopes are arranged the graves of the dead, the space being divided by alleys and pathways into twenty-two sections—one for the regular army, one for the volunteers of each State represented in the battle, and three for the unknown dead. The number of bodies interred here is three thousand five hundred and sixty-four, of which nine hundred and ninety-four have not been identified. Near the entrance to the cemetery is a bronze statue of Maj.-Gen. John F. Reynolds, who was killed in the first day's fight. Opposite the cemetery an observatory sixty feet high has been erected, commanding a fine view. Altogether there are now three hundred and forty-eight monuments erected to perpetuate the memory of brave men who fell during the three eventful days. Some of them are magnificent and costly, and all are unique.

One mile west of the borough are the Gettysburg Springs, whose waters, denominated katalysine, have acquired a wide reputation for their medicinal qualities. They are said to resemble the celebrated Vichy Water, and are considered remedial in gout, rheumatism, dyspepsia and affections of the kidneys. The Springs Hotel accommodates the patients who resort here during the summer for treatment.

ANTIETAM, MD.

This famous battlefield, while not the national park that Gettysburg is, is full of interest. It is easily reached by way of the Baltimore & Ohio Railroad to Keedysville, Md.



"PICKETT'S CHARGE"

Niagara Falls



THE awe-inspiring cataracts of the Niagara River are among the most wonderful in the world. The Horseshoe Fall, the largest, in the direct course of the river, is three thousand feet wide, with a perpendicular drop of one hundred and fifty-four feet. The American

surpassed scenery, there are many other places of almost equal interest within the radius of a few miles. The Cave of Winds, the Burning Spring, the Whirlpool Rapids, the Steel Arch Bridges, the Great Cantilever Bridge and the Gorge of Niagara River are each worthy of a trip to the boundary line between the United States and Canada.

Interesting side trips of a day or longer



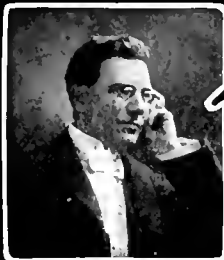
NIAGARA FALLS

Fall and Central Fall each has a descent of about one hundred and sixty feet.

The length of the Niagara River is but thirty miles from its source, which is the outlet of Lake Erie, until it discharges its waters into Lake Ontario. In this short distance the aggregate descent of the river is three hundred and thirty-four feet, the greater part of which is confined to a distance of eight miles.

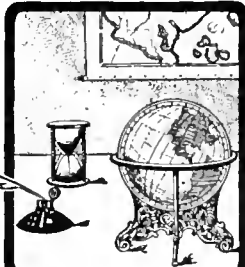
Although the falls themselves present un-

are among the interesting features. An electric line runs through the Grand Canyon of Niagara along the American shore down by the very water's edge, as far as Lewiston, while another line along the Canadian shore affords tourists views of the Falls and Whirlpool Rapids, and skirts the Niagara from Chippewa to Queenston, where connection is made with steamer for Toronto. Another side trip of considerable interest embraces Thousand Islands.



Stub Ends of Thought

By ARTHUR G. LEWIS.



WHAT slaves we are to custom after all!

THE basic element of charity is self-sacrifice.

PERFECT diplomacy demands sincerity for its basis.

THE primary requisite to success in life is self-control.

LET us first prove the true method and then practice it.

WHAT profound silence surrounds a guilty conscience!

VANITY outlives every other emotion in human character.

FOLLOW the crowd until you find an opportunity to lead it.

WE are not misled by others as often as we mislead ourselves.

FOOLS speak with distrust of all things beyond their comprehension.

A LITTLE manhood, undiluted with selfishness, goes a long ways.

IT is not always the weight that bears, but the weakness that burdens.

THE great end of everything is the success that brings contentment.

THERE is no use trying to find the right way in the wrong direction.

THE policy of sane judgment is not always the policy of sound justice.

EVERY well-defined, fixed principle of right will finally work out on its intended lines.

BEAUTY may be an incentive to love, but respect controls the acquired condition.

APPARENT egotism is preferable to a pronounced condition of impassive indifference.

THE large things of life consist of the little ones joined together by the chain of circumstances.

SCIENCE advances with research and civilization progresses only on well-informed highways.

A de luxe edition of Mr. Lewis' work in book form (107 pages), bound in limp leather, and silk lined, will be forwarded, postpaid, upon receipt of \$1.00, by THE BOHEMIAN SOCIETY, Norfolk, Va.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MARCH 1, 1910. EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 529 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM	
LV. WASHINGTON, NEW UNION STA	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52	-----
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.46	-----
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51	-----
AR. PHILADELPHIA	10.16	11.60	12.11	2.02	4.05	6.50	8.19	11.50	3.50	6.00	-----
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32	-----
AR. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43	-----
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MARCH 1, 1910. WESTWARD	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
LV. NEW YORK, 23D STREET	11.60	-----	7.50	9.50	11.60	1.50	3.50	5.50	6.50	-----
LV. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00	-----
LV. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	-----
AR. BALTIMORE, MT. ROYAL STATION	5.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23	-----
AR. BALTIMORE, CAMDEN STATION	6.50	10.55	12.30	2.47	4.20	6.13	8.13	10.55	11.27	-----
AR. WASHINGTON, NEW UNION STA	7.50	11.45	1.20	3.50	5.20	7.00	9.00	12.00	12.22	-----
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE MARCH 1, 1910. WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	
LV. NEW YORK, 23D STREET	9.60 AM	11.60 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.60 PM	NOTE	
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM		
LV. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM		
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.15 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM		
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM		
LV. WASHINGTON, NEW UNION STA	4.05 PM	6.30 PM	9.10 PM	12.40 AM	1.27 PM	9.10 AM	12.30 AM		
AR. DEER PARK HOTEL									
AR. PITTSBURG			6.45 AM		9.40 PM	6.25 PM	8.50 AM	LV 5.25 PM	
AR. CLEVELAND			12.00 NN						
AR. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		LV 5.15 PM	
AR. COLUMBUS (CENTRAL TIME)		8.45 AM						9.26 PM	
AR. CHICAGO		5.15 PM			9.45 AM			7.30 AM	
AR. CINCINNATI	8.05 AM			5.35 PM		1.45 AM			
AR. INDIANAPOLIS	11.25 AM			12.10 AM		11.25 AM			
AR. LOUISVILLE	11.60 AM			9.35 PM		7.20 AM			
AR. ST. LOUIS	5.50 PM			7.28 AM		1.40 PM			
AR. CHATTANOOGA				6.15 AM		7.55 PM			
AR. MEMPHIS	11.26 PM			8.45 AM					
AR. NEW ORLEANS	10.55 AM			8.15 PM					

Pullman Sleepers to all points.

+ Except Sunday.

N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MARCH 1, 1910. EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM DAILY	No. 14 EXPRESS DAILY	
LV. CHICAGO			5.40 PM	10.40 AM			8.30 PM	
LV. COLUMBUS				7.00 PM				
LV. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM			10.60 AM	
LV. CLEVELAND			7.30 PM					
LV. PITTSBURG			8.10 AM		3.00 PM			
LV. ST. LOUIS	* 9.00 AM	1.45 AM			10.00 PM	* 6.00 PM	1.15 PM	
LV. LOUISVILLE	2.10 PM	8.10 AM				9.28 PM		
LV. INDIANAPOLIS	3.10 PM	* 4.55 AM				2.30 AM		
LV. CINCINNATI	* 6.35 PM	12.15 PM				4.55 AM		
LV. NEW ORLEANS		9.15 AM				8.00 AM		
LV. MEMPHIS		8.35 PM				7.10 PM		
LV. CHATTANOOGA		9.45 PM				6.35 AM		
LV. DEER PARK HOTEL								
AR. WASHINGTON, NEW UNION STA	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM	
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	6.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM	
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.61 AM	1.25 AM	
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM	
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.35 AM	
AR. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM	

NOTE—On Sundays only train No. 4 leaves St. Louis 1.00 a.m.

Pullman Sleepers from all points.

* Daily.

+ Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULE TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Pullman Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Cars Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Pullman Broiler-Buffet and Smoking Room Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Belhairs. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Pullman Broiler Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York; Observation Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Pullman Broiler Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Pullman Broiler Drawing Room, Smoking Room Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONDLER, Ticket Agent. Howard Street, E. C. JACKSON, Ticket Agent.

BALTIMORE, N. W. Cor. Charles and Baltimore Streets, New B. & O. Building, G. W. SQUIGGIN, Assistant General Passenger Agent; E. A. WALTON, District Passenger Agent; G. W. PAINT, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent; G. D. CRAWFORD, City Ticket Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.

BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.

BOSTON, 256 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.

BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON Co., Inc., Ticket Agent.

BUTLER, PA., Wm. TURNER, Ticket Agent.

CANTON, OHIO, C. O. McDONALD, Ticket Agent.

CHESTER, PA., J. T. MORTLAND, Ticket Agent.

CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. McKEWIN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and Fifth Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.

CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.

CINCINNATI, OHIO, B. & O. S.-W., 533 Traction Building, C. H. WISEMAN, District Passenger Agent; H. C. STEVENSON, Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent, 430 Walnut Street, T. J. WEST, City Ticket Agent. Vine Street and Arcade, C. G. COBB, Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.

CITY OF MEXICO, MEX., D. BANEHARDT, Agente General, B. & O. S.-W., office, Avenida 5 de Mayo 3.

CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORB, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.

COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; E. H. SLAY, City Ticket Agent. Union Depot, E. J. BUTTERWORTH, Ticket Agent.

CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.

COVINGTON, KY., 4th and Scott Streets, G. M. ABBOTT, Ticket Agent.

DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.

DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.

HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.

KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.

LOUISVILLE, KY., B. & O. S.-W., 4th and Market Sts., R. S. BROWN, District Passenger Agent; J. G. ELOIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th Street Station, A. J. CRONE, Ticket Agent.

MANSFIELD, OHIO, C. W. JONES, Ticket Agent.

MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.

MASSILON, OHIO, W. H. RUCH, Ticket Agent.

NEWARK, OHIO, F. C. BARTHOLOMEW, Ticket Agent.

NEW CASTLE, PA., R. L. TURNER, Ticket Agent.

NEW YORK, 434 Broadway, J. B. SCOTT, General Eastern Passenger Agent; E. V. EVERTSEN, Traveling Passenger Agent; A. J. SMITH, City Passenger Agent; E. D. AINSIE, Ticket Agent, 1300 Broadway, S. R. FLANAGAN, Ticket Agent, No. 6 Astor House, G. F. PERRY, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 225 Fifth Avenue, RAYMOND & WHITCOMB, Ticket Agents. 55 Avenue B, Cor. 4th, MAX LEDERER, Ticket Agent; 77 Ridge Street, S. W. BARASCH, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.

NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. S. WALKER, Ticket Agent.

PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent; J. W. JONES, Ticket Agent (Ohio River).

PHILADELPHIA, 834 Chestnut Street, BERNARD ASHEY, District Passenger Agent; W. W. BAEKEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3956 Market Street, UNION TRANSFER CO., Ticket Agents. 603 5 South. 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAGOWAN, Ticket Agent.

PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDDY, Traveling Passenger Agent. 403-54 Fifth Avenue, W. S. MILLER, City Ticket Agent; EDW. EMERY, City Passenger Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.

SANDUSKY, OHIO, G. S. BECK, Ticket Agent.

SAN FRANCISCO, CAL., 203 Monadnock Building, EDWIN ANDERSON, Pacific Coast Agent; C. W. DOERFLINGER, Traveling Passenger Agent.

SEATTLE, WASH., Room 210 Marion Block, D. L. MELVILLE, Traveling Freight and Passenger Agent.

SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.

ST. LOUIS, B. & O. S.-W., 5th and Olive Streets, F. D. OILDERSLLEEVE, Assistant General Passenger Agent; L. L. HORNING, City Passenger Agent; B. N. EDMONDSON, City Ticket Agent; L. G. PAUL and GEO. SCHEER, Station Passenger Agents; W. E. GEISERT, Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.

ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.

TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.

VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.

WASHINGTON, D. C., 117 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; J. LEWIS, JR., Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. New Union Station, Massachusetts and Delaware Avenues, JOS. KAMPS, Ticket Agent.

WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McClure House, O. R. WOOD, City Ticket Agent.

WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent; 814 Market Street, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.

WINCHESTER, VA., T. B. PATTON, Ticket Agent.

YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.

ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.

EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent,
Baltimore & Ohio Lines East, Baltimore, Md.

B. N. AUSTIN, General Passenger Agent,
Baltimore & Ohio Lines West, Chicago, Ill.

C. S. WIGHT, General Traffic Manager,
Baltimore & Ohio R. R., Baltimore, Md.

GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

BALTIMORE & OHIO

Quick Dispatch Freight Service

"Q. D." No. 97 Westbound

	From New York (Pier 7, 5.45 pm; Pier 22, 6.00 pm)	From Philadelphia (East Side, 10.25 pm)	From Baltimore (Camden, 8.20 pm and 2.05 am)
To Chicago (due 5.00 am),	60 Hours	56 Hours	52 Hours
To Columbus (due 9.00 am),	40 Hours	36 Hours	32 Hours
To Cleveland (due 5.25 am),	36 Hours	32 Hours	29 Hours
To Wheeling (due 2.40 am),	33 Hours	29 Hours	24 Hours
To Pittsburg (due 3.00 am),	33 Hours	29 Hours	24 Hours
To Cincinnati (due 10.05 am),	41 Hours	37 Hours	33 Hours
To Louisville (due 5.15 am),	60 Hours	56 Hours	52 Hours
To St. Louis (due E. St. L. 6.40 am),	62 Hours	58 Hours	54 Hours

"Q. D." No. 94 Eastbound

	To New York (Due 6.30 am)	To Philadelphia (Due 10.40 pm)	To Baltimore (Due 6.00 pm)
From Chicago (6.00 pm),	60 Hours	52 Hours	48 Hours
From Columbus (7.30 pm),	57 Hours	49 Hours	44 Hours
From Cleveland (6.40 pm),	58 Hours	50 Hours	45 Hours
From Wheeling (9.50 am),	44 Hours	32 Hours	27 Hours
From Pittsburg (8.00 pm),	35 Hours	27 Hours	22 Hours
From Cincinnati (8.50 am),	46 Hours	38 Hours	33 Hours
From St. Louis (E. St. L. 3.00 pm),	63 Hours	55 Hours	50 Hours
From Louisville (7.45 pm),	58 Hours	50 Hours	45 Hours

CORRESPONDING FAST TIME BETWEEN OTHER POINTS EAST AND WEST

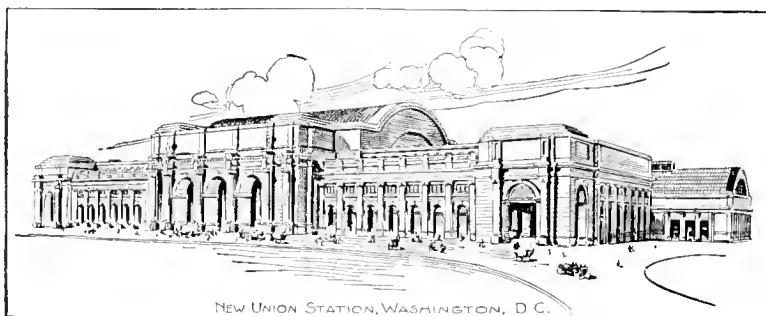
MERCHANDISE MOVED IN ONE NIGHT

In Both Directions

Between New York, Baltimore and Washington
Philadelphia, Baltimore and Washington

CONTINENTAL LINE FAST FREIGHT LINE OPERATING
VIA B. & O. R. R., EAST AND WEST

T. W. GALLEHER, General Freight Agent	-	-	-	BALTIMORE, MD.
O. A. CONSTANS, General Freight Agent	-	-	-	PITTSBURG, PA.
E. M. DAVIS, General Eastern Freight Agent	-	-	-	NEW YORK
C. H. HARKINS, General Western Freight Agent	-	-	-	CHICAGO
S. T. McLAUGHLIN, General Freight Agent B. & O. S. W.	-	-	-	CINCINNATI, OHIO
T. H. NOONAN, General Manager Continental Line	-	-	-	CINCINNATI, OHIO
C. S. WIGHT, General Traffic Manager	-	-	-	BALTIMORE, MD.



NEW UNION STATION, WASHINGTON, D. C.

Baltimore & Ohio

SPRING EXCURSIONS

TO

Washington and Baltimore

MAY 5, 1910.

Tickets will be on sale at stations named to **Washington** or **Baltimore** and return, for all regular trains, valid for return within ten (10) days, including date of sale.

Belington, W. Va.....	\$ 8.90	Moundsville, W. Va.....	\$ 9.65
Bellaire, Ohio.....	10.00	New Martinsville, W. Va. (via	
Belpre, Ohio.....	10.75	Moundsville).....	10.45
Benwood, W. Va.....	10.00	New Martinsville, W. Va. (via	
Benwood Junction, W. Va.....	10.00	Clarksburg).....	10.70
Braddock, Pa.....	8.60	Oakland, Md.....	6.20
Butler, Pa.....	9.00	Parkersburg, W. Va.....	10.75
Buckhannon, W. Va. (via Tygart		Philippi, W. Va.....	8.40
Junction).....	9.05	Pickens, W. Va.....	10.55
Buckhannon, W. Va. (via Clarks-		Pittsburg, Pa.....	9.00
burg).....	9.50	Parker's Landing, Pa.....	9.95
Clarksburg, W. Va.....	8.30	Piedmont, W. Va.....	5.45
Claysville, Pa.....	10.00	Point Pleasant, W. Va.....	11.50
Confluence, Pa.....	6.55	Ravenswood, W. Va.....	11.45
Connellsville, Pa.....	7.35	Richwood, W. Va.....	11.95
Cumberland, Md.....	4.57	Ripley, W. Va.....	11.95
Dunbar, Pa.....	7.35	Rockwood, Pa.....	6.05
Everson, Pa.....	7.35	Romney, W. Va.....	4.71
Fairchance, Pa.....	7.85	Rowlesburg, W. Va.....	6.85
Fairmont, W. Va.....	8.30	Sistersville, W. Va. (via Moundsville)	10.75
Foxburg, Pa.....	10.00	Sistersville, W. Va. (via New Mar-	
Grafton, W. Va.....	7.65	tinsville and Clarksburg).....	11.00
Hyndman, Pa.....	4.95	Somerset, Pa.....	6.30
Johnstown, Pa.....	7.35	Spencer, W. Va.....	12.45
Keyser, W. Va.....	5.30	Terra Alta, W. Va.....	6.50
M. & K. Junction, W. Va.....	6.85	Uniontown, Pa.....	7.65
Mannington, W. Va.....	8.80	Washington, Pa.....	10.00
Marietta, Ohio.....	10.75	Weston, W. Va.....	9.05
McKeesport, Pa.....	8.60	West Alexander, Pa.....	10.00
Mason City, W. Va.....	11.45	West Newton, Pa.....	8.05
Meyersdale, Pa.....	5.70	Wheeling, W. Va.....	10.00
Morgantown, W. Va.....	8.60	Williamstown, W. Va. (via Parkers-	
Mt. Pleasant, Pa.....	7.35	burg).....	10.75

No stop-overs will be permitted on going trip at any point en route. On tickets used to Baltimore, stop-over at Washington (without deposit of ticket) will be allowed on return trip, within final limit of ticket. Full details concerning time of trains, Pullman parlor and sleeping car accommodations, etc., will be furnished on application to ticket agents Baltimore & Ohio Railroad in above territory.

Royal Blue Line

PERSONALLY CONDUCTED

TOURS

TO

WASHINGTON

ALL EXPENSES INCLUDED

1910

Seven-Day Tours

\$25 from BOSTON

April 8 and 22, May 6, 1910

\$18 from NEW YORK

April 9 and 23 and May 7, 1910

Three-Day Tours

\$12.00 from NEW YORK

\$ 9.00 from PHILADELPHIA

\$ 8.70 from CHESTER

\$ 8.25 from WILMINGTON

April 14 and 28, May 28, 1910

Secure illustrated itineraries and Guide to Washington from
any Baltimore & Ohio ticket agent in above-named cities.



Special Excursions and Conventions—1910

Atlantic City, Cape May, Sea Isle City, Ocean City, N. J., Ocean City, Md., and Rehoboth Beach, Del.—*East of the Ohio River*, Special Low-Rate Excursions June 23d, July 7th and 21st, August 4th and 18th and September 1st.

Atlantic City—General Assembly Presbyterian Church in U. S. A., May 18th to 31st.
G. A. R. National Encampment, September 19th to 24th.

Baltimore, Md.—Southern Baptist Convention, May 11th to 18th.

Chicago, Ill.—Knights Templar, Triennial Conclave, August 8th to 13th.

Cincinnati, Ohio—General Federation Women's Clubs, May 11th to 18th.

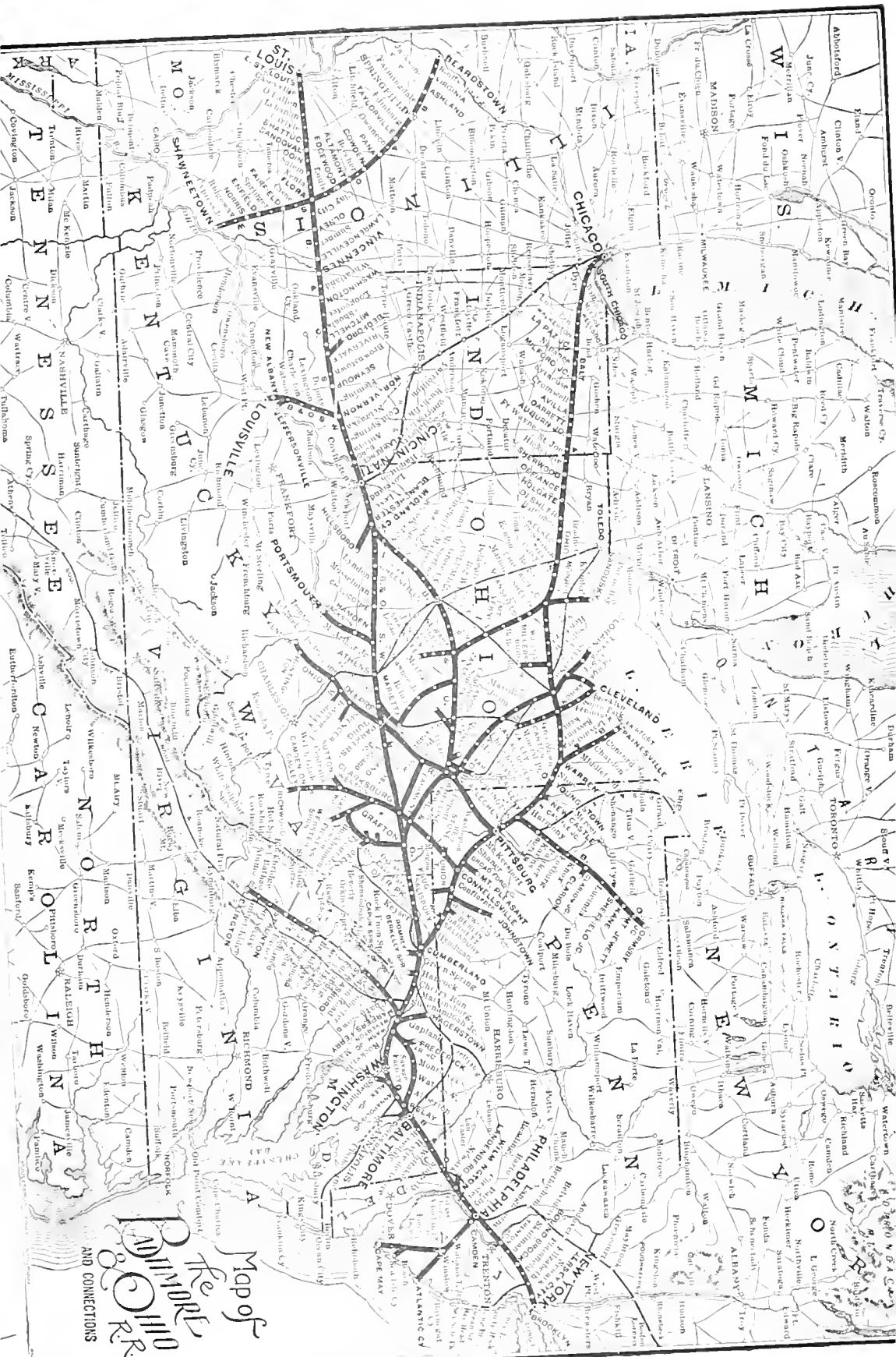
New Orleans, La.—Ancient Arabic Order Nobles Mystic Shrine, Imperial Council, April 12th and 13th.

Saratoga Springs, N. Y.—Baptist Young People's Union of America, International Convention, July 7th to 10th.

Washington, D. C.—World's Sunday School Association, May 19th to 26th.

For full information as to rates, etc., apply at ticket offices

Baltimore & Ohio Railroad Co.



Map of
the
RAILROAD
AND CONNECTIONS

Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1910



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
2	3	4	5	6	7	8	6	7	8	9	10	11	12	6	7	8	9	10	11	12	3	4	5	6	7	8	9
9	10	11	12	13	14	15	13	14	15	16	17	18	19	13	14	15	16	17	18	19	10	11	12	13	14	15	16
16	17	18	19	20	21	22	20	21	22	23	24	25	26	20	21	22	23	24	25	26	17	18	19	20	21	22	23
23	24	25	26	27	28	29	27	28	...	...	...	...	...	27	28	29	30	31	...	...	24	25	26	27	28	29	30
30	31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
15	16	17	18	19	20	21	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
22	23	24	25	26	27	28	26	27	28	29	30	...	...	24	25	26	27	28	29	30	26	27	28	29	30	31	...
29	30	31	...	...	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	...	...	...	...	...	...	...	...
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
25	26	27	28	29	30	...	23	24	25	26	27	28	29	27	28	29	30	...	...	...	25	26	27	28	29	30	31

ROYAL BLUE TRAINS

C. S. WIGHT.
GENERAL TRAFFIC MANAGER
BALTIMORE, MD.

B. N. AUSTIN.
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT.
GEN'L. PASS. AGENT, BALTIMORE.





Summer Excursion Tickets

On sale from May 1st to September 30th

With Return Limit October 31, 1910

TO

*MOUNTAIN
LAKE and
SEASHORE
RESORTS*

AT

VERY LOW RATES

Ask the Ticket Agent for Booklet

The Tourist Department at Baltimore will furnish itineraries to all parts of the United States, Canada or Mexico



Baltimore
& Ohio



The Nation's Highway
Through all Gateways

TO

WASHINGTON

THE SEABOARD CITIES

Are Connected by the
Splendid Trains of the

ROYAL BLUE LINE

Between

New York, Philadelphia, Baltimore
and Washington

THE WESTERN CITIES

BY HIGH-STANDARD THROUGH TRAINS

Between

St. Louis, Louisville, Cincinnati,
Chicago, Columbus, Cleveland,
Pittsburg, Wheeling, Parkersburg
and
Washington

TRAINS EVERY HOUR ON THE HOUR

Between

Baltimore and Washington



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G. A. R. National Encampment, September 19th to 24th.

Atlanta, Ga.—Odd Fellows (I. O. O. F.), Sovereign Grand Lodge and Patriarchs Militant, September 19th to 24th.

Baltimore, Md.—Southern Baptist Convention, May 11th to 18th.

Chicago, Ill.—Knights Templar, Triennial Conclave, August 8th to 13th.

Cincinnati, Ohio—General Federation Women's Clubs, May 11th to 18th.

Saratoga Springs, N. Y.—Baptist Young People's Union of America, International Convention, July 7th to 10th.

Washington, D. C.—World's Sunday School Association, May 19th to 26th.

Pacific Coast Conventions

Los Angeles, Cal.—American Institute of Homeopathy, July 11th to 16th.
American Bankers' Association, October 3d to 7th.

Portland, Ore.—Portland Rose Festival, June 6th to 11th.
Ancient Order of Hibernians in America, July 19th to 24th.

San Francisco, Cal.—American Osteopathic Association, August 1st to 6th.
American Veterinary Medical Association, September 5th to 9th.
Delta Upsilon Fraternity, September 7th to 9th.
Concatenated Order of Hoo Hoo, September 9th.

For full information as to rates, etc., apply at ticket offices, or write

TOURIST DEPARTMENT

Baltimore & Ohio Railroad Co.
BALTIMORE, Md.

BOOK OF THE ROYAL BLUE

MAY, 1910

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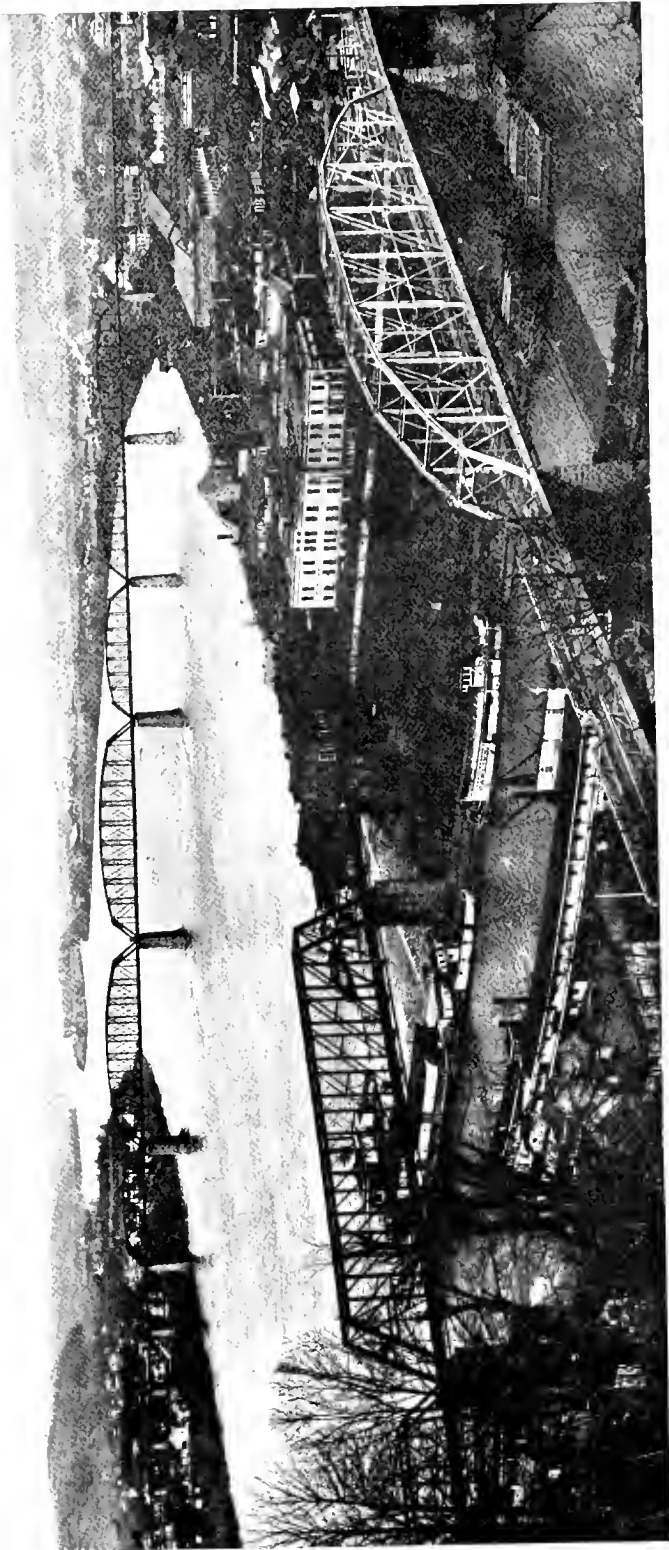
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50 CENTS PER YEAR



Little Kanawha River

PARKERSBURG, W. VA.

Ohio River

BOOK OF THE ROYAL BLUE

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PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD
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VOL. XIII

BALTIMORE, MAY, 1910

No. 8

Parkersburg, W. Va.



SKETCH of Parkersburg, W. Va., is an illustration of the wonderful forces that have been at work to make the little Mountain State a giant among the industrial States of the Union. It is an argument setting forth the advantages of Parkersburg, stating as briefly as possible why people want to live there and why the manufacturer should build and operate his plant there.

It claims to be the home city of the Mountain State. The forces that have brought it to its present attractive condition and are shaping its future destinies have been working to make it the most attractive place in the State of West Virginia for the homes of people in all walks of life. The man of moderate means can live there in a most pleasant and economical way. The man of wealth finds comforts and conveniences and luxuries that are usually found only in a metropolitan city of many times its size. The vast amount of land for city expansion makes the modest little home with its garden attached possible at a minimum cost for the renter or the home owner. The splendid system of railroads, reaching to the four points of the compass, give quick ingress and egress to all the large commercial centers. The Ohio and Little Kanawha rivers afford an aquatic playground and pleasure resort for those who are fond of that kind of sport and like to use that method of traveling.

Parkersburg has miles of well-kept streets and beautiful residence sections. It has the finest one-half mile race track and fair

grounds in the State. It has large and commodious clubhouses—the Elks' Club, one of the handsomest and most elegantly furnished houses of its kind in the country; the Blennerhassett Club, a comfortable club for business men, the Eagle's Club, just recently occupied, and the Country Club, where the devotees of outdoor sports may indulge in their favorite pastimes. Most of the prominent secret orders have comfortable quarters, many of them owning handsome homes. It has one of the finest and best-equipped Y. M. C. A. buildings in the State, built and maintained by the local business men interested in this line of work. All of the principal religious denominations have large and handsome temples of worship. Parkersburg has large, comfortable and well-built office buildings, good hotels, and stores where all the wants of the household can be supplied as satisfactorily as in the large cities. These are some of the things that go to make Parkersburg *the* attractive home city of West Virginia, and a place in which people want to live, and last, but not least, Parkersburg people have a warm hand of welcome ready for the worthy newcomer who wants to make a home in their midst.

The Government reports show that Parkersburg ranks second in the number of people employed in its factories of any city in the State. Its prosperous industries are largely made up of small factories. Of the hundred or more manufacturing plants in operation, no one of them employs more than 500 people. There is a great variety of products turned out by these factories. The small factories, and the great diversity



INTERSECTION OF ANN AND 8TH STREETS
AND MURDOCK AVENUE

of their products, have been the cause of Parkersburg's constant prosperity, even during times when the country in general was languishing under business depression.

There are good reasons why the manufacturer should locate in Parkersburg. In selecting the location for a manufacturing plant the important points to consider are a central location, ample railroad facilities, cheap fuel, an efficient and satisfactory labor supply, and ample banking facilities.

It is reasonable to suppose that Parkersburg is destined to be the manufacturing city of West Virginia. Andrew Carnegie said that the Ohio River will ultimately be the workshop of the world—and Parkersburg will be an important corner in that workshop. It is centrally located in the Middle West, and is easily accessible by rail and water to all of the large commercial centers. It has six branches of the great Baltimore & Ohio Railroad system going out to all points of the compass, affording quick transportation to the North, East, South and West. The railroad rates that prevail in Parkersburg are as low as the rates that obtain in the Pittsburg district. In addition to shipment by railroad the manufacturer has the advantage of being able to use the Ohio River for shipments South and West, and for Pittsburg and that vicinity. The cheapest fuel in the world is natural gas, and this is obtained in Parkersburg in unlimited quantity and of the best quality at a maximum cost to the manufacturer of 8 cents per thousand. It is only a few miles distant from the great coal fields, and coal is obtained for manufacturing purposes at a very low cost.

The cost of living in Parkersburg is prob-

ably less than in any other city in the State, and this is a material assistance to the manufacturer in maintaining a continuous supply of efficient labor.

Parkersburg has a Board of Commerce, composed of 300 active business men, which stands ready at all times to assist deserving manufacturing plants to secure a location in Parkersburg. It has provided excellent free sites, which, under certain conditions, will be donated to the manufacturer who wishes to locate his plant in Parkersburg. The manufacturer who is seeking to change his location, or better his condition, or who intends to establish a new plant, and who is looking for the most advantageous point at which to locate his plant, should address a communication to the Parkersburg Board of Commerce, and information in reference to the resources and facilities of the city, its advantages and inducements, will be furnished him promptly.

The officers of the board are: Hon. Albert B. White, president; Joseph Stern, first vice president; Frank S. Smith, second vice president and acting secretary; H. H. Dils, treasurer. The board of directors is composed of the following members, each of whom is chairman of a committee: W. A. Hersch, M. J. Rathbone, W. H. Gerwig, H. H. Dils, C. B. Chancellor, F. Fowler, Joseph Stern, J. B. Finley, J. Mentor Caldwell, Jas. T. Callanan, E. L. Davidson, R. V. Taft, Thos. E. Graham, W. C. McConaughy, C. F. Niemann, Frank S. Smith, Reese Blizzard.

Parkersburg is located on high, rolling ground at the junction of the Ohio and Little Kanawha rivers. The location is the



ANN STREET, LOOKING NORTH FROM 10TH STREET

most beautiful in the Ohio Valley for a city. There is enough well-drained, nearly level ground for a city of ten times its present population.

The last estimates of the census office show that Parkersburg is increasing in population as fast as any of the larger cities in the State. The last estimates made by local officials ascertain the population within three miles of the center of the city as over 30,000. Within the city limits the population is about 22,000.

The climate is temperate and healthful. The average temperature for the spring is 53 degrees, for the summer 73 degrees, for the fall 51 degrees and for the winter 40 degrees.

The city proper covers about four square miles. It has about fifty miles of streets, of which about twenty miles are paved. The streets as a rule are beautifully shaded and are well supplied with sidewalks, sewers, water and natural gas mains and are lighted by electric lights. The city has well-equipped and highly drilled fire and police departments. The City Hospital is well equipped and efficiently managed. The city owns its own water works. The new water works system, now being built, when completed will give the city one of the finest plants in the Ohio Valley.

The assessed value of the real estate and personal property in the city is in excess of \$28,000,000. The net bonded indebtedness, including the new water works loan, is less than \$400,000.

The tax rate last year for all purposes, State, county, school, municipal and debt, was a trifle over 1 per cent, being \$1.03 on each \$100 of valuation. This year it will



HIGH SCHOOL

be lower. The State laws limit the State tax rate to 6 cents on \$100, the county rate for all purposes to 30 cents, the city tax to 35 cents and the school taxes to 37½ cents. The levies for Parkersburg, for all purposes, run from \$1.00 to \$1.05 on \$100, covering a period of several years, thus making it one of the lowest taxed cities in the United States. Outside the city limits, the manufacturing plants and general property pay taxes on about 80 cents per hundred of valuation.

The city has one of the best electrical street car systems in the country. It has five lines running through the streets of the city and three rural lines running up the Ohio, Little Kanawha and Muskingum valleys.

There are three telephone companies operating in the city.

Parkersburg draws its gas supply from the great West Virginia fields, and its gas company furnishes unlimited quantities at low rates for manufacturing purposes. There are inexhaustible quantities of fine coal close at hand, which are reached by water in three directions and by rail in five directions.

Parkersburg has sixty-five manufacturing industries, employing 3,500 people and having over \$5,000,000 invested. Among the principal industries are: Artificial stone works, barrel factory, boat yard, boiler works, book binderies, boot and shoe factory, bottling works, brewery, brick manufacturing, brush factory, bread and cracker factory, carriage factories, chemical works, chair factory, cigar factories, cornice manufacturing, candy factory, creamery, drilling tools factory, fiber works, fishing tools works, flouring mills, foundries, furniture factory,



WILLIAM MCKINLEY SCHOOL



GOVERNMENT COURTHOUSE AND POSTOFFICE

electrical sign factory, excelsior works, granite works, hickory-bending factory, harness factories, iron and steel sheet mills, ice factories, mantel works, mattress factory, metal lath factory, mineral water works, manufacturing tailoring establishment, oil refineries, oil well supply factories, planing mills, interior finish factory, plaster factory, manufactory of pharmaceutical preparations, rig-building factories, sucker rod factory, roofing tile factory, sanding machine factory, stove pipe factory, steel roofing and siding factory, cut stone works, sawmills, shirt factory, soap factory, upholstering factory, tank factory, wagon factories, vitrolite plate factory, structural tile works, paper bucket, bottle factory, box factory, handle factory and paraffine wax works.

Cheap and abundant fuel, gas and coal. Fine shipping facilities by river and rail. Close proximity to the hardwood forests of West Virginia and the other great natural resources of the State. An abundance of good American labor. Labor troubles are practically unknown. A good local market with easy access to the great markets of the country. Free factory locations on high ground and desirably located.

Parkersburg is a most desirable location for wood-working plants, iron and steel factories, glass plants and potteries.

SHIPPING FACILITIES

Freight can be shipped from Parkersburg in four different directions by water and in eight different directions by rail.

By Ohio River north to Upper Ohio Valley and Monongahela and Allegheny rivers.

By Little Kanawha River east to interior of West Virginia.

By Ohio River south to all points on the lower Ohio and the Mississippi rivers and their tributaries.

By the Muskingum River west to the interior of the State of Ohio and by connecting canal at Zanesville, nearing completion, there will be through water connection with Cleveland and the Great Lakes. Upon the completion of the waterway to Cleveland, Parkersburg will be one of the cheapest points in the United States for the assembling of iron ore, limestone, coal and coke.

By the main line of the Baltimore & Ohio Railroad east, with its magnificent through passenger train service and fast freight train service through to Washington, Baltimore, Philadelphia and New York.

By the Baltimore & Ohio northeast to Wheeling, Pittsburg, Buffalo and Western New York.

By the Ohio River division of the Baltimore & Ohio south to all local points on the Ohio River, to junction with Kanawha & Michigan, at Point Pleasant, Chesapeake & Ohio, at Huntington, and Norfolk & Western railroads at Kenova.

By the Baltimore & Ohio Railroad, northwest to Columbus, Cleveland, Sandusky, Chicago and all lake cities.

By Baltimore & Ohio Southwestern Railroad southwest to Cincinnati, Louisville and St. Louis.

By the Baltimore & Ohio over R. S. & G. branch and R. & M. C. V. branch to Spencer, Ripley and interior of State.

By the O. & L. K. division of the Baltimore & Ohio to Marietta and the Muskingum Valley.



PUBLIC LIBRARY

By the Little Kanawha Railroad south-east to interior of West Virginia.

The Ohio, Muskingum and Little Kanawha rivers are all free rivers, their locks and dams being owned by the United States Government.

The completion of dam number 19 below Parkersburg, in the Ohio, will give the city a harbor the year 'round, with a minimum depth of nine feet. The mouth of the Little Kanawha makes the deepest and best harbor along the Ohio River.

Parkersburg has over twenty wholesale stores dealing in all kinds of general supplies, including groceries, dry goods, boots and shoes, notions, liquors, agricultural implements, drugs, produce, hardware, clothing, etc. Over one hundred salesmen represent these houses on the road. It is one of the best purchasing points for the country merchant in the Ohio Valley.

As a shopping point Parkersburg is excelled by no city of its size. Its dry goods, clothing, shoe, jewelry and art stores are equal to those of cities having many times its population. The city has between three and four hundred retail establishments, carrying stocks in almost every conceivable line.

Parkersburg has ten strong banks, with resources of over \$10,300,000, three building associations, a bonding company, and several investment companies. Its fifteen largest financial institutions have resources of \$13,000,000. No depositor in any of these institutions has ever lost a cent. Checks have always been promptly paid and no cashiers' checks or clearing-house certificates have been issued as substitutes for money in times of depression. Parkersburg's financial



MARKET STREET, LOOKING TOWARDS RIVER

institutions have always been broad-minded and liberal in their treatment of the manufacturing and commercial interests and have never failed to care for them during times of general stringency. The bank statements of March 29th, as published, showed that the deposits in the ten banks aggregated \$6,982,355; the capital, surplus and undivided profits were \$2,496,748, and the total resources of the ten banks equaled \$10,308,670. The average deposit per capita of inhabitants is more than three times the average for the United States, showing the substantial character of the citizenship.

Parkersburg has three up-to-date daily papers—the "State Journal," evening (Republican); the "Sentinel," evening (Democratic); the "Dispatch-News," morning (Republican). There are also a number of semi-weekly, weekly and monthly publications.

No city in the Ohio Valley in proportion to its population compares with Parkersburg in the beauty of its residences. Whilst it has hundreds of handsome places surrounded by beautiful grounds, yet it is best known by the fact that most of its citizens own their own homes and they have so improved them as to make them ornaments to the city. The city has no slums. Wealth is not in the hands of a few, but is generally distributed.

In brief, Parkersburg has sixteen school buildings, ninety-five schoolrooms, sixteen principals and 104 teachers and special instructors under the control of one superintendent, Prof. M. D. Morris, and a board of education of five members. There are 3,549 pupils enrolled in the grades below the high school and 425 in the high school.



CITY PARK



BLANNERHASSET CLUB

Last year the average daily attendance for the city system was 3,048.

The Carnegie library is under the control of the board of education and works along with the schools. More than 2,000 pupils regularly patronize this library, which has nearly 25,000 volumes and is the best-equipped and best-organized library in the State.

The schools are carefully graded, the corps of teachers one of the most efficient to be found in any city of its size in the United States, and the equipment ample. The city schools rank very high for efficiency and are the best in the State.

The high school at present has two courses of study, each of four years, the literary or academic and the commercial. The faculty consists of fourteen members, each college bred and thoroughly equipped for his work.

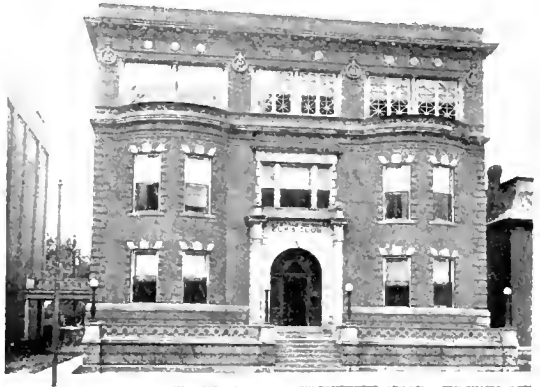
In this number of the BOOK OF THE

ROYAL BLUE are shown two school buildings, the high school and the McKinley school. The latter is the finest and best-equipped grammar grade building not only in West Virginia, but also in the Ohio Valley.

The school property in the city is valued at over \$800,000. There are two business colleges in the city, one of these ranking among the best in the country.

Marietta College, an old and well-endowed institution, ranks in scholarship among the very best colleges in the country.

Parkersburg is a delightful place of residence. It combines all the attractions of the country and the city. The spacious grounds of its residences are filled with trees that give the city the appearance of a beautiful park. Immediately around the city are



ELKS' CLUB

fertile plains, and just beyond are ranges of hills which furnish a great deal of beautiful scenery. The rivers running past the city with the islands in sight of the harbor are one of the most attractive features of the city. One of these islands is historic Blennerhasset Island, which is a great pleasure resort and picnic ground.

As a summer residence the city is given to outdoor pleasures. It has gun clubs, fishing clubs, boating clubs, automobile clubs, golf and country clubs. It has two large and highly cultivated parks in the city limits, and there are two spacious athletic parks. There is a spacious summer theater and casino in the suburbs. Two miles from the city and reached by a fine driving boulevard are the fair grounds, which are accessible also by river, railroad and trolley cars.



COUNTRY CLUB



WOOD COUNTY COURTHOUSE

The United States Government building, the municipal building and the courthouse are among the finest public buildings in the State. There are four large modern office buildings in the city. There are three modern and finely equipped hospitals in the city limits. The Children's Home has a beautiful location on the edge of the city.

The city is surrounded by fine gardening lands and owing to the fine local market and the proximity to the large cities of the Ohio Valley, gardening and the raising of fruits is very profitable. The largest greenhouse in the State is located at Parkersburg.

Parkersburg is the most accessible point in the State for public gatherings. Its railroads and rivers put it in close touch with the most populous parts of West Virginia. It has spacious assembly halls and auditoriums, where large meetings can be accommodated. It has eight commodious brick hotels in addition to several smaller structures.

To the stranger within its gates Parkersburg is a delightful city, and it is noted for the hospitality of its people.

The Parkersburg Iron & Steel Company manufactures sheet iron and sheet steel and finished steel products. It is one of the most important industries of Parkersburg, situated on the Ohio River

at Beechwood, with ample grounds for development, as well as for present use. The company was organized in 1901 and commenced operation in December of that year, running steadily and prosperously since that time, working day and night, continuously, and having nearly 500 employes on the pay rolls. The sheet steel is used for making automobile bodies and similar work, where lightness and toughness must be combined. The special product is the "Parkersburg" blue sheet steel for stove pipes, elbows, etc., where high polish and uniform color is needed. The finished steel products are used in making tanks, roofing, kegs, cans, ceilings, tubing, stamped ware, enameled ware, metal lathing, etc. The plant is up to date, with electric cranes and all modern machinery, and both electric and steam power is used with natural gas for fuel. The company has more than one-half mile of private railway track, with a private landing on the Ohio River. The company also operates the Budke Manufacturing Company, makers of stove pipes, elbows, metal laths, etc. The officers of the company are C. F. Niemann, president and treasurer; A. H. Geilfuss, secretary; John Stephens, general manager, and C. A. Orr, auditor.

The Meyercord-Carter Company is sole manufacturer of "Vitrolite," a new milk-white product, taking the place of marble for structural use. This wonderful product bids fair in the course of time to take the place of marble entirely for the construction of wainscoting, bathroom linings, lavatories, operating-rooms, restaurants and wherever sanitary conditions are desirable. It is pure white and beautiful in appearance, and its highly polished surface permits decoration, making it desirable for panel decorations, friezes for wall decorations, signs and special work where high-grade ceramic art is desired. It is manufactured in all thicknesses, from



CITY HALL

3-16 of an inch to 3-4 of an inch, inclusive. Single slabs are possible as large as 50 inches wide by 120 inches long, and being a manufactured article, can be put to much better service than marble. It is uniform in color, free from blemishes, highly polished and especially tempered, being fused under a heat of over 3,000 degrees, Fahrenheit, and cannot be attacked by alkalis or acids, will not scratch or mar and will not deteriorate with age; its composition is very dense and naturally very strong.

The firm located in Parkersburg because of the virtues of its natural facilities, and especially on account of the natural gas, as hundreds of thousands of cubic feet of natural gas is consumed per day in the manufacture of vitrolite. The present works were started in October, 1907, and were completed and put in operation in June, 1908. The officers of the company are George R. Meyercord, president; S. K. Clarke, vice president and treasurer; D. S. Beebe, secretary and superintendent. The company gives employment to seventy-five men, who are skilled in the making of the product.

The Standard Oil Company of New Jersey is represented in Parkersburg by a large plant known as the Camden Works. It operates a thoroughly modern refinery, filter plant, wax works, acid restoring plant and barrel factory, entirely reconstructed in the past five years, manufacturing refined oil, gasoline, naphtha, paraffine wax, high-grade lubricating oil of all kinds and oil barrels. This plant is the successor of the Camden Consolidated Oil Company, which in turn succeeded Camden & Company, and several other refineries located here in the early days. The bulk of the product is shipped to adjacent Southern, Western and South-



Y. M. C. A. BUILDING

western territory, although some of the products go to all parts of the world.

The resident manager is M. J. Rathbone, and the plant employs on an average of 150 men with a pay roll of approximately \$10,000 per month.

The Parkersburg Chair Company is one of the large and successful factories of Parkersburg and has been running continuously since 1895. The product consists of a medium grade of saddle upholstered seat dining chairs, office chairs, fancy rockers, typewriter chairs and stools in both oak and mahoganyized birch. The raw material is for the most part secured in West Virginia and the product is sold all over the country. The plant and output have greatly increased in the last few years. The company consists of Baldwin D. Spilman, president; Philip D. Neal, general manager, secretary and treasurer, and W. E. Curry, superintendent.

The United Woolen Mills Company started in business in this city on the 14th of June, 1902, and from the first its aim was to establish a business on the theory that clothing could be made to order on a modern method of production to the personal order of the consumer at the uniform price of \$15, "no more, no less," if enough trade could be gotten to justify a modern production plant, and its dream has been more than realized. The company now has stores in the following West Virginia cities. Parkersburg, Clarksburg, Charleston, Huntington and Wheeling, but the garments are all produced in Parkersburg. Starting out originally with seven employees, the business has grown until it now employs over 150. The woollens and trimmings are secured direct from the mills in quantities to



UNION TRUST & DEPOSIT COMPANY



UNITED WOOLEN MILLS COMPANY

justify mill accounts. It cut up during the year of 1909 over 60,000 yards of woollens. In January, 1908, the company acquired the Jackson Hotel Building, located on Market Street, corner of Court Square, which was remodeled entirely to its own use, all of which it is now occupying, except three storerooms, using a floor space of over 30,000 square feet, and while it does not have selling agencies, still its customers who have moved away mail their orders, and the product, therefore, is distributed all over the United States.

The Spence, Smith & Kootz Company was incorporated on January 1, 1910, under the laws of West Virginia with a paid-in capital stock of \$50,000. Its officers are H. M. Spence, president; W. S. Smith, treasurer; Albert Kootz, vice president; W. C. Baker, secretary. The firms of Spence & Smith and Spence, Smith & Kootz had been in business in Parkersburg for twelve years and on the above date consolidated and incorporated as one firm. The company employs an average of forty men with an approximate pay roll of \$600 per week. It manufactures oil country and marine boilers and both steam and gas engines. The principal feature of its business, however, is the purchase of second-hand oil-well material, buying it in all the different oil fields throughout the United States, shipping it to the plant at Parkersburg, where it is refitted and again put on the market. The members of this firm have devoted practically all of their lives to this business and twelve years ago selected Parkersburg as the best business location obtainable and are great believers in the city's future as a manufacturing center.

The Peerless Milling Company established business in 1850 and was incorporated in 1878, and claims to be the largest and most up-to-date mill in the State of West Virginia and operates two separate mills, one for the manufacture of spring wheat flour and one for the manufacture of winter wheat flour. The spring wheat mill has a capacity of 150 barrels, and the winter wheat mill has a capacity of 300 barrels, each twenty-four hours. The spring wheat is obtained direct from the West, and the winter wheat from West Virginia, Ohio, Indiana and Illinois. These products are sold mostly in West Virginia. The firm is represented

by W. W. Van Winkle, president; T. S. Hadley, vice-president, and Abram Smith, secretary and treasurer, and gives employment to thirty men.

The United States Tile Company manufactures vitrified shingle tile of special design, patented in United States and Canada, also roof ornaments and trimmings in terra cotta. The company gets its raw material, of the nature especially adapted to the making of its products, at the works of the company. The plant, yards and shale banks cover eighteen acres along the main line of the Baltimore & Ohio, adjoining the eastern city limits. The sales extend to the principal cities east of the Mississippi River, large quantities being shipped to New York, New England and to the South, Cleveland and Chicago being the distributing points for the lake territory. The plant has been in operation for six years and is equipped with up-to-date and modern machinery, especially designed for expeditious handling of material in process of manufacture. The company is now installing new machinery and extending the works so that it will double the output and increase the number of employes, which at present are from thirty to forty men. The company is represented by Edw. S. Moore, president; J. A. Wetherell, vice president; W. G. Grogan, secretary; W. T. Rittenhouse, treasurer, and N. P. Elzey, general manager.

The Graham-Bumgarner Company, incorporated in August, 1902, manufactures men's, boys', women's and children's heavy shoes and is jobber of a general line of all grades of shoes, and agent for "Hood" and "Old Colony" rubbers. It is one of the big things of Parkersburg, growing from year to year. It is the largest house of its kind in the Ohio Valley outside of Cincinnati. Its present building, while large, is too small to accommodate the fast-growing business, and the company has begun the erection of a new plant that will be completed by mid-summer of the present year. This building will be up to date and modern in every particular. It will have a capacity of 2,500 pairs of shoes daily, which will be distributed in part by its own jobbing house over the States of West Virginia, Pennsylvania, Maryland, Virginia and Kentucky and Ohio. The surplus is sold in all parts of the United States through jobbers and large department stores.



PARKERSBURG IRON & STEEL COMPANY

The company makes a specialty of lumbermen's shoes and leather-soled gum boots, for the manufacture of which it has gained a great reputation. The new plant will give employment to from 200 to 400 persons, about one-half of whom will be women and boys, the pay roll amounting to about \$2,000 weekly.

The officers of the company are C. B. Bumgarner, president; J. E. Brown, vice president; T. E. Graham, secretary and treasurer; G. E. Graham, assistant secretary and treasurer.

J. J. Crotty & Company is a partnership composed of J. J. Crotty and J. W. Crotty, engaged in the manufacture of drilling and fishing tools and supplies for oil and gas wells for the last fourteen years. The steel and iron used in the manufacture of the product is obtained from the Pittsburg district and South Bethlehem, Pa., and the coke is obtained from the Connellsville (Pa.) district. The finished products are disposed of throughout the oil regions of West Virginia, Pennsylvania, Ohio, Illinois, Indiana and Kentucky. The company gives employment to about forty persons and the pay roll approximates about \$3,000 per month.

The Logan Carriage Company, manufacturers of carriages and wagons, is the leading concern in this branch of industry in Parkersburg. The concern was originally established in May, 1882, and reorganized in 1906, and has been a stock company for the past three years. It manufactures carriages, wagons, phaetons, runabouts, surreys, etc., and is about to engage in the making of automobiles, catering to the exclusive wants of the city of Parkersburg and the surrounding country, but filling orders to all portions of the country. The officers of the present company are Thos. Logan, president; Samuel Logan, vice president; Thos. Page, treasurer; Henry Hoffman, secretary, and Henry Logan, general manager.

The Woodward Manufacturing Company is engaged in the manufacture of harness and is jobber of wagons, buggies, etc., its business extending over the States of West Virginia, Ohio, Pennsylvania and Maryland. The company is a partnership concern composed of H. L. and M. E. Woodward.



MEYERORD-CARTER COMPANY

The Radeker Lumber Company is retail jobber in lumber, getting its material from the State of West Virginia and disposing of it mostly in Parkersburg. The concern is composed of C. W. R. Radeker, president; W. W. Watterson, vice president and general manager, and J. R. H. Radeker, secretary and treasurer.

The Case Manufacturing Company, makers of shirts, overalls and petticoats, supplies its products chiefly to the States of Ohio, West Virginia and Pennsylvania, employing sixty people. The company was established in 1902, and the present officers are W. H. Rutherford, vice president and acting president; Geo. Case, secretary, treasurer and general manager. Directors: J. C. Lacy, W. H. Rutherford, Isaac Pethtel and Geo. Case.

The Parkersburg Brewery was chartered in 1889 and is engaged in the brewing of beer, ale and porter and supplies its products to the city of Parkersburg. The present officers are Dr. John H. Keller, president; G. L. Fries, vice president; W. H. T. Kelley, secretary; Conrad Goetz, treasurer and general manager.

The Bentley & Gerwig Furniture Company manufactures office desks and wardrobes, and the company states with pride that all of its products are manufactured out of West Virginia lumber, principally white oak, chestnut, maple, poplar and pine. Its desks are shipped to all parts of this country and to many foreign markets in England, Germany, France, Austria-Hungary, Argentine Republic, Brazil, Chile and Ecuador. The firm is represented by William Bentley, president; E. C. Gerwig, treasurer and general manager; W. H. Gerwig, assistant treasurer and general manager, and W. M. Mitchell, secretary, and gives employment to about 125 men.

The Parkersburg Mill Company has been operating at its present location for nearly fifty years. Its business is principally the manufacturing of hardwood lumber, and the source of the supply is the headwaters of the Little Kanawha River in the counties of Wirt, Ritchie, Calhoun, Gilmer, Braxton and Roane. Its specialty is



PARKERSBURG CHAIR COMPANY



PARKERSBURG LUMBER MILLS

oak lumber and planking for all kinds of construction work, such as shipbuilding and heavy construction work of all kinds. It also manufactures a variety of handles and wood novelties, boxes, flooring, siding, moldings and interior trim for buildings. The products go to all parts of the United States and to England, Germany, France and Scotland. The firm is represented by F. E. Davidson, president; W. T. Wiant, vice president; E. L. Davidson, secretary, treasurer and general manager, and G. A. Ecker, superintendent, and gives employment to 125 men.

The Parkersburg Mattress Company, manufacturers of different kinds of mattresses, with a daily capacity of 200 per day, has also a battery of garnetting machines for the manufacture of elastic felt mattresses, with a capacity of seventy-five per day, which are not only supplied to West Virginia, but are shipped into the States of Ohio, Indiana, Michigan, New York, Pennsylvania, Virginia and Kentucky. The company is represented by Edward A. Daesch, president and treasurer; M. T. Keltner, secretary, and gives employment to thirty men and fifteen women.

The Oakley & Jansen Machinery Company manufactures sanding machines and other special woodworking machinery. The company specializes in the sanding machine line and makes machines for any kind of work. The machines are used largely by piano manufacturers and are indispensable for that kind of work. These machines are especially desirable for use of table and chair manufacturers, enabling the producer to turn out his product faster and produce better and more accurate work. The plant has been in existence four years and employs, when running fully, about thirty men. The product is sold all over the United States and Canada. The company is represented by N. L. Upson, president; Robert G. Stiles, vice president; A. M. Stiles, secretary; Samuel B. Stiles, treasurer, and E. N. Jansen, inventor and manager.

The Citizens Lumber Company, dealers in all kinds of lumber, lath, shingles, flooring, etc., gives special attention to woods for interior finish. The raw material is obtained chiefly from West

Virginia on hardwoods; pine flooring from the South; shingles from Washington State; cypress from Louisiana, while the principal stock in the rough comes from the woods of West Virginia. The products are chiefly disposed of in Parkersburg and in West Virginia along the Ohio Valley. The concern is represented by L. Dudley, president; J. H. Grogg, vice president; J. W. Dudley, Jr., secretary; J. B. Dudley, treasurer; G. L. Dudley, assistant treasurer and general manager, and employs twenty men and does a business of about \$125,000 a year.

The Parkersburg Dock Company, organized in 1905, is at the mouth of the Little Kanawha River on the south side. This industry consists of building and repairing steamboats, barges and all kinds of river craft; the building of fine theatrical boats is a specialty. The firm, represented by B. S. Pope, manager, J. C. McConnell, superintendent, and J. M. Dressell, foreman of caulkers, gives employment to thirty-five men.

The Parkersburg Rig & Reel Company manufactures the "Parkersburg" drilling machine and rig irons, sand reels and wooden tanks, shipping the product to all parts of the United States and Mexico, wherever the oil industry is known. The company has a plant at Bridgeport, Ill., and the plant runs heavy all the time, filling orders for prompt shipment. It employs about forty men, having a pay roll of about \$3,000 per month. The company is represented by C. C. Chamberlain, president; Col. J. M. Crawford, secretary and treasurer.

The Ohio Valley Bending Company, with a capital and surplus of \$75,000, manufactures hickory poles, shafts, etc., in the white. It has a large subsidiary plant at Moline, Ill., called the Moline Pole & Shaft Co., with a capital of \$50,000. The Parkersburg company is represented by John M. Crawford, president, and J. B. Finley, secretary and treasurer.

The Parkersburg Ice & Coal Company, organized in 1900, is the successor of the Parkersburg Ice Company, which established the first ice-manufacturing plant in the State. The new plant,



PARKERSBURG DOCK COMPANY



Ohio River

built in 1909, is the largest and most up-to-date factory in the State. The company ships its product widely, making a specialty of carload shipments. In the summer season the employes number about forty. The pay roll in 1909 was \$30,000. Besides the ice business the company also deals in coal. The officers are T. S. Savage, president; Albert B. White, vice president; Ward E. White, secretary.

The West Virginia Mantel Company has been established for about ten years and manufactures cabinet and other mantels of oak, birch and other hardwoods of West Virginia. Its products are disposed of in West Virginia, Ohio and Western Pennsylvania. The company is represented by J. L. Stout, president; N. T. Virgin, secretary and treasurer, and employs twenty skilled mechanics.

Bosbury Brothers have been engaged in the manufacture of cornice and roofing for the past fifteen years, working over the States of West Virginia, Virginia and Tennessee. The firm is composed of H. E. and J. E. Bosbury.

Among the other industries not mentioned are the Oil Well Supply Company Rig Department; National Sucker Rod Company; Parkersburg Machine Company; Kesselman & Company, oil supplies; Beechwood Chemical Company; Iliehle Bottling Works; Grimms Coca Cola Plant; The Nicollette Lumber Company; Kelly Foundry & Machine Company; Stiles Foundry & Supply Company; Parkersburg Upholstering Company; H. S. Wilson

& Sons Lumber Mills; James T. Cribbens Carriage & Wagon Manufacturing Company; Acme Fishing Tool Company; Scott Roofing & Manufacturing Company; National Plaster Manufacturing Company; Davis Electric Company, manufacturers of electric batteries.

PARKERSBURG FACTORY FACTS

Abundance of raw material.
Splendid shipping facilities.
Competitive freight rates.
Cheap fuel and power—coal and natural gas.
Good labor supply—skilled and unskilled.
Low tax rate.
Excellent banking facilities.
Advantageous factory sites free.

Parkersburg has all the essentials necessary for successful manufacturing, and offers unexampled inducements to the manufacturer or business man seeking a new or more desirable location for business or manufacturing establishments.

RAPID GROWTH

Parkersburg is growing with great rapidity and will continue to do so; it has the money, the brains and the activity necessary to make it within a few years one of the great cities of the Middle West. If you are interested to know where then will be the future cities and industrial centers of the State, bear Parkersburg in mind. She is rapidly coming into her own.

Parkersburg



Little Kanawha River

POINTS OF INTEREST

Courthouse, 3d and Market streets.
 Municipal Building, 5th and Market streets.
 Government Building and Postoffice, 5th and Juliana streets.
 Public Library, 8th and Green streets.
 High School, 5th and Green streets.
 Y. M. C. A., 8th Street.
 Elks' Club, Juliana Street, between 5th and 6th streets.
 Blennerhasset Club, 4th and Juliana streets.
 Eagle's Club, 5th and Avery.
 Union Trust Building, 7th and Market streets.
 The Chancellor Hotel, 7th and Market streets.
 The Blennerhasset Hotel, 4th and Market streets.
 Camden Theater, Market Street above 7th Street.
 City Park, Park Avenue and 17th Street.
 Terrapin Park, 25th Street and Dudley Avenue.
 Blennerhasset Island—Ohio River, one mile from hotels.
 Driving Park, South Parkersburg.
 Country Club, three miles above town.

FACTS YOU SHOULD KNOW

Parkersburg has the best natural location for a city in the Ohio Valley. There are 30,000 people within three miles of its city hall.

Parkersburg has diversified industries, manufacturing over fifty different lines.

Parkersburg has ten strong banks, with over ten and a quarter millions of dollars resources.

Parkersburg is one of the best locations for wood-working plants, iron and steel factories, glass plants and potteries.

Parkersburg offers to the manufacturer cheap and practically inexhaustible natural gas for fuel.

Shipping facilities in four ways by water, in seven ways by rail. Factory locations on high ground. Close proximity to the hardwood forests of West Virginia and to the other great natural resources of the State.

Fine clay and shale and sand for brick, paving block and tile. An all-water route to the Great Lakes.

The assessed value of property in Parkersburg is nearly \$30,000,000. The tax for all purposes is less than 1½ per cent.

Parkersburg has the best public school system in the State. There are numerous private schools located on its street car system, including business colleges, ladies' seminaries and a college which ranks among the highest in the country in scholarship.

Parkersburg is a delightful city to visit.

A new highway bridge, spanning the Ohio River, at a cost of nearly a half million dollars, for trolley lines, vehicles and foot passengers, is now being erected.

COME TO PARKERSBURG

The Parkersburg Board of Commerce stands ready to aid in all ways any deserving industry that may be seeking to better its condition, or new industries that are looking for a desirable location in which to make a start.

If you are interested and desire detailed information regarding the opportunities for any particular industry, your communication will be given prompt attention. Address Secretary, Parkersburg Board of Commerce, Parkersburg W. Va.

The Exile

By BERTON BRALEY, in "Saturday Evening Post"

I want to go, want to go, want to go West again,
Out where the men are the truest and best, again,
Out where my life will have savor and zest again,
Lord, but I'm sick for it, sick for it all!
Sick to be back where my heart is unbound again,
Somehow I'm lost and I want to be found again,
Where I belong, on my natural ground again,
Out where the men and the mountains are tall.

I want to go, want to go, want to go West again,
Feel the brisk air in my throat and my chest again,
Wing myself back like a bird to the nest again,
Up where it's roomy and open and grand.
Up where the sunshine is golden and glorious,
Manners as bluff and as bracing as Boreas,
Nobody distant—and no one censorious,
Comradeship sure of the deep Western brand.

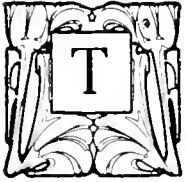
I want to go, want to go, want to go West again,
Hear the old gang with its quip and its jest again,
Ride a good horse and be decently dressed again—
Corduroys, stetson and old flannel shirt.
Flowers and trees—I have suffered a blight of them,
Give me the peaks with the gray and the white of them,
Granite and snow—I am sick for the sight of them—
Blessed old memories—yet how they hurt.

I want to go, want to go, want to go West again,
Up near the top of the mountainous crest again,
Gulches and gorges and cliffs and the rest again,
Heaving themselves in their grandeur to view.
Let me just feel the old thrill in my breast again,
Know old cam'raderie mutely expressed again.
Gee, but I want to go, want to go West again,
Back to the mountains, old girl—and to you!

Blennerhasset Island

Its True History

By H. F. BALDWIN



HERE is an island in the Ohio River, opposite the mouth of the Kanawha and in plain view from Baltimore & Ohio and Baltimore & Ohio South-western trains as they cross the Ohio River on the great steel bridge at Parkersburg, that nearly a century ago was the scene of one of the strangest and most pathetic stories in the history of this country.

The mystery which hung about the island and its owners gave rise to many conjectures, some of which have found their way into

profession, but soon after finishing his studies the death of his two brothers left him head of that branch of the house. Of his six sisters, five married men of fortune and high station, one remaining unmarried.

His father died a very rich man, portioning his daughters handsomely and leaving a large fortune to his son. When Harman Blennerhasset broke the entail he sold the estate for \$160,000; aside from this was an income not vested in the \$160,000, and a small income of \$6,600 per annum, which belonged to an entailed property as a separate portion and could not be transferred, the use of which he had until his death.



THE HOME OF THE BLENNERHASSETS ON
BLENNERHASSET ISLAND

history, and others formed the basis of romantic tales, and was only cleared away about two years ago, when, all participants being dead for more than half a century, a relative published a frank statement of the facts, with a view to refuting the many misstatements made in regard to Harman Blennerhasset and his island of paradise.

Harman Blennerhasset was born in Hampshire, England, in 1765, and was not of Irish birth or parentage, as commonly reported, but was of noble birth, being a direct descendant of King Edward III, on his mother's side of the house. He was one of nine children, being the younger of three sons. He selected the law as his

His wife also came of a wealthy family, but was disinherited upon her marriage. Her sisters, however, laid aside money for her benefit and sent it to her regularly.

In 1796 Harman Blennerhasset married Margaret Agnew, whose father was lieutenant-governor of the Isle of Man and the son of James Agnew, of Revolutionary fame. Immediately after their marriage the young couple embarked for America, and after extensive travels through the eastern part of the country purchased the island in the Ohio River which still bears their name, the house and grounds complete representing an investment of \$60,000.

The secret which drove Harman Blenner-



HARMAN BLANNERHASSET



MARGARET AGNEW BLANNERHASSET, HIS WIFE

hasset into exile, cutting him off from the large and honorable family connection and his English friends, was never known in America until the publication of the statement above referred to.

One of his sisters, Catherine, married an Agnew. His wife, Margaret Agnew, was the daughter of this sister, consequently his own niece. It is stated that he was sent to bring her, then eighteen years of age, home from school. That he brought her, but brought her as his wife. It was for this she was disinherited and the couple ostracized, and it was on account of this ostracism, and the fact that his proud family would not recognize his marriage, that he broke the entail, sold his English estate and came to America, accompanied by one friend, Thomas Emmett and wife, who remained in New York, and with whom Mrs. Blennerhasset spent her last days.

Harman Blennerhasset is described as a quiet, unassuming man, a great student and a fine musician; that he and his wife were kind, generous people, helping many struggling musicians and others in time of trouble and sickness. The secret which drove him into exile led him to seclude himself in his island home, but in this home money and taste were lavishly spent, to make it an earthly paradise. That he was somewhat eccentric is indicated in the architecture of his home, which is described as a two-story frame edifice, fifty feet square, painted a dazzling white, with green blinds, with a peculiar curving portico projected in a semicircle, embracing within its arms a favored area of dooryard. It is said that he designed the plan with the double purpose of indulging his fancy for an architectural

novelty and of providing against destruction by lightning or earthquakes. These fears were never realized, but fire and flood and the devastating hand of ruthless soldiery completely obliterated the edifice, and nothing is now left but the old well and a few of the foundation stones.

That Harman Blennerhasset joined Aaron Burr through love of adventure, or that he harbored any thought of treason against the government of the United States, there is nothing whatever in his life, character or mode of living to indicate. The studious recluse, hiding in his heart a secret of which he had a morbid dread of his children learning, had more probably the view of retreating farther into the wilderness and lessening the opportunities of a chance encounter with those who might have known him in England, as the tide of population surged westward over the mountains.

The Blennerhassets had five children, and it seemed that the dire prophecies uttered against the marriage were all fulfilled in the second generation. The oldest son, Dominick, was a moral degenerate, and added many to the sorrows of his unhappy mother. The second child, Margaret, died in infancy. The third, Harman, Jr., was almost as bad as his brother. The fourth, another Margaret, also died in infancy. The fifth, Joseph, was a man of classical education, a fine linguist, a graduate in law with high honors, but the latter part of his life was spent in dissipation, and he died in 1862, the last direct descendant of Harman Blennerhasset, the death of his two children, Robert and Emmett, preceding that of their father. There are blood relatives of both Mr. and Mrs. Blennerhasset in America,



AARON BURR



THEODOSIA, HIS DAUGHTER

and other branches of the family are still prominent in England, but the product of this unhappy marriage is now extinct.

Blennerhasset's connection with Aaron Burr has given him an unenviable place in American history; it was the ruination of his fortune, the devastation of his home, and gave him a prominence and notoriety which were doubtless distasteful in the highest degree to the scholarly recluse, whose secret had made privacy and seclusion the aim of his existence.

Burr visited the island for the first time in 1805; he had then lost the confidence of his political party, was in national disgrace on account of his duel with Hamilton, and had nothing to lose and much to gain, and doubtless the wealth of the Englishman was very tempting to the scheming politician. The magnetic eloquence of this man, aided by the beauty and fascination of his brilliant daughter, drew both the Blennerhassetts into their scheme with a very imperfect knowledge of its ultimate object.

The balance of the story is a matter of history. While Blennerhasset was in the South with Burr, both were arrested, the island taken possession of by the Virginia militia, who in sheer wantonness almost destroyed it, fire and flood afterwards completing its destruction. A bill was afterwards introduced in Congress for indemnity for losses inflicted through the militia, which was warmly pressed by Henry Clay, and might have passed but for the death of Mrs. Blennerhasset, in New York, June

16, 1842. She lies buried in St. Paul's churchyard, Broadway, New York, by the side of her friend, Mrs. Emmett, with whom she originally came from England.

After the destruction of their island home the Blennerhassetts went to live on a plantation on the Mississippi River. Here they met with but indifferent success, but stayed twelve years, then sold it and went to Canada, and in 1821 returned to England, residing in the island of Guernsey with the maiden sister of Mr. Blennerhasset, who died in her house February 26, 1831, in the sixty-sixth year of his age.

In 1840 Mrs. Blennerhasset returned to America to press her claim against the Government, with the result as noted above.

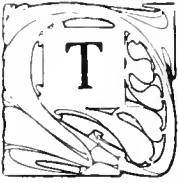
The land has passed into alien hands, and is now cut up into fertile, well-tilled farms. The present inhabitants seem to know little, and care less, about its past, and look with stolid wonder, not unmixed with scorn, upon people who come miles to gaze on some old sycamore trees, a few shaped foundation stones and an old well, and "ask foolish questions about old Blennerhasset."

Blennerhasset Island still lies upon the broad breast of "La Belle Riviere," encircled by her mighty arms, its banks lapped by the placid water in summer or torn and rent by ice and flood in the spring freshets, just as it did a hundred years ago, but of the broken spirits and ruined lives who found thereon a refuge for a little time, nothing is left but—the name.

[For the data from which this sketch is compiled we are indebted to an article in the "Century Magazine" of July 1, 1901, by Mrs. Therese Blennerhasset-Adams; to Prof. W. H. Venable's "A Dream of Empire," and to various papers and addresses prepared for the Centennial Celebration of Marietta, Ohio, celebrated April 7, 1885.]

Decoration Day

By F. J. YOUNG



THROUGHOUT the land May 30th has been set apart for strewing flowers on the graves of the soldiers of the Republic who have made their last march and for whom the bugle has sounded taps for the last time. The day is welcomed by the younger generation as an opportunity for a picnic or a baseball game, and to them the thinning ranks of the G. A. R. as they appear each returning Memorial Day is not brilliant as a spectacle and has little significance. But to those who remember the days of 1861 to 1865, during the long struggle from Sumter to Appomattox, when interest was centered on the news from "the front," where every community and nearly every family were represented, the sight calls up memories of long marches and stubborn contests, of hardships endured and battles on land and sea, and the thought comes that in that line of gray-haired men, some marching stiffly and out of step, some lacking a limb or with an empty sleeve, are the men in whose keeping was the very existence of the nation. To the young the names Atlanta, Vicksburg, Gettysburg or Richmond mean no more than New York or Philadelphia, but to the men of the '60s memory brings back the pictures of hellowing batteries, the crash of musketry, the roll of drums and call of the bugle, the long line of men who lay for hours under fire or climbed the bloody hill-sides in the face of canister and musketry, the continuous order, "Close up, men," as gaps were made in the lines, and the final triumph when the men in gray gave up the struggle and furlled the stars and bars.

Around us, among our neighbors and friends, are men who were in the great battles of the great war, who charged the heights of Fredericksburg, were in the slaughter at Cold Harbor and Shiloh, followed Sherman to the sea, or rode behind Sheridan's yellow guidon, who when their work was done laid down sabers and muskets and returned to their places as good citizens. The men who had followed the new flag accepted the result, began life under new conditions, and proceeded to repair the ruin wrought by the war.

The way in which our disbanded armies were absorbed into the communities was marvelous.

To appreciate this one must remember that of the men now past the meridian of life many were then school boys or fresh from the farm. The enlistment papers on file in the War Department show in the Union army but 46,246 over twenty-five years, while 841,291 were less than eighteen and the same proportion no doubt appeared on the other side. The muster-out rolls of one of the most famous batteries in the Union army showed eighty-four of the 126 members to be under twenty. At this time, when habits were forming, they found everything in camp life new. After four years' campaigning the monotonous life of a farm, shop or office might reasonably appear irksome to one who had lived so long in camp and responded to drum beat or bugle call, hence foreigners predicted, and many of our own people feared, disturbances when so many hundreds of thousands should be released at once. But there was no need for so many soldiers. The Southern men had been paroled and had gone to their homes, and in the North the work of mustering out and sending every man to the place where he enlisted was at once entered upon. General Vincent, assistant adjutant-general of the army, had charge of all the details of keeping the ranks full during the war, and to him fell this task. Over a million men were scattered over thousands of miles of territory.

As it had been evident that the end was approaching, General Vincent had given much thought to the manner of disbanding the armies. He prepared a plan and took it to Secretary Stanton, who illustrated the way in which great men do great things when they have confidence in their subordinates. He did not examine the papers, but settled the matter in twelve words: "Show your plan to General Grant; if he approves it, go ahead." The plan was approved, and General Vincent went ahead so efficiently that soon columns of blue-clad men from all parts of the South were on their way to their State capitals and in ten months over 950,000 men were brought from all parts of the Union, paid the

amounts due them and returned to their homes.

Here they found that business had gone on in their absence and the problem of life had to be faced. None of the troubles feared came to pass; no commotion of any kind ensued. Some of the restless ones were soon found in the ranks of the regular army; many of the more enterprising pushed to the West and opened homes for themselves in the new States or Territories, and no troops of beggars or bands of marauders made the country unsafe, as has been the case after some of the European wars. The men went to work. Where the places they had once filled were closed, they made others. Distinctions of rank vanished as the shoulder straps came off; the private and his officers were on an equality, except so far as natural ability and education is counted. Men who had led divisions or brigades drove express wagons or sold goods. Privates entered every line of business and in many cases have succeeded to the control of great enterprises. There is a charm about soldiering; scanty food, long marches, exposure to storms or facing bullets are hard, but the feeling that one is part of a mighty force—and the passion for adventure is strong—and any man who has had active service sometimes has the feeling that he would like to smell the smoke of a campfire, again take his place in a marching column, hear the bugle call "boots and saddles," or the long roll of the drum and see the battle flag amid the glittering rifles. The frequent reunions of old comrades show how strong this feeling still is.

It was natural for comrades to gather to talk of their common experiences and from this sprang that great organization, the Grand Army of the Republic, the object being to bring together the survivors for mutual benefit and to inculcate and teach loyalty to the nation.

Presidents, statesmen, men in every walk of life have been proud to wear the little bronze button, which shows that in time of the nation's need the wearer did his part. As the ranks grew shorter and familiar faces were missed, it seemed fitting that the survivors should pay some tribute to the memory of those who had crossed over to

the final camping ground, and Memorial Day was established. The men who had followed the stars and bars recognized the sentiment and fixed a day for similar services for their dead, and the beautiful poem beginning,

"By the shores of an inland river
Whence the fleets of iron have fled,
Dew laden, the grass blades quiver
Above the ranks of the dead,
Under the sod and the dew,
Awaiting the judgment day,
Under the one the blue,
Under the other the gray"

was inspired by the strewing of flowers on the graves of some Union soldiers in a Mississippi graveyard. In the national cemeteries the graves of Confederate and Union soldiers receive the same care and the time has come when we can be proud of the valor of the dead, whether they wore the blue or the gray, and can point to Lee and Jackson, as well as to Grant and Sherman, as types of great American soldiers and the recent action of Virginia in filling her two allotted spaces in Statuary Hall in the Capitol with the statues of Lee together with that great rebel of 1776, Washington, is generally approved. At Vicksburg and Petersburg are monuments to mark the valor of Northern soldiers, while on the field of Gettysburg are tributes to the brave men of the South. It will be but a few years until the last survivor of the great war will be gone; many crossed the dark river last year, and laid down to await the great reveille. At present, by general consent, wherever there is a post of the Grand Army of the Republic, the decoration of the graves of dead comrades is in its charge, but

"Soon they will be but a memory, no longer the
veteran's feet
Will march to the City of Silence, bearing
garlands of blossoms sweet,
The green tents on the hillside a moment will
open wide,
And the last of the great Grand Army shall go
to his rest inside."

Memorial Day has become as much a national feature as Independence Day, and will endure when all those in whose honor it was established are gone and the great war in which they served is but a memory.

Mother's Day

The Second Sunday in May



THE general idea of Mother's Day is a simultaneous observance in every part of the world of the love and reverence men, women and children owe to a good mother.

The special object is to honor and uplift motherhood and give comfort and happiness to the "best mother who ever lived." A day to honor mothers may be world wide in celebration because every class, race, creed and nation, in some way, reverences a noble mother.

"Mother" is the shrine to which all mother-loving hearts will pilgrimage. Mother's Day is "the Sunday" of every creed and class. It is for the very best and very worst man or woman, and all others.

The heart that has lost its song, or to which the laughter of the world is like a moan, as well as the heart filled with joy and hope, will feel the thrill and comfort of mother-love the day will recall.

Mother's Day can be observed only as one's heart dictates. If she is living, live the day as she would have you; if possible have her as your guest of honor, or go home and give her pleasure, or write a letter of praise or gratitude—send a gift with it, or at least a memory flower. Do something to show that she is "Queen of the

May." If she be not living, you no doubt will be glad to wear a white flower in her memory.

You can do more. You can give a white flower to some one else to wear; some one sick at home, or in the hospitals, or some one in prison. You will feel better for doing it; try it.

While the white carnation is the Mother's Day special flower, any white flower will do. Its whiteness stands for purity; its form, beauty; its fragrance, love; its wide field of growth, charity; its lasting qualities, faithfulness. Do not let the sentiment of the thing bother you; nobody will laugh at you. The act is strictly your own, not denominational, social, fraternal, civil, military or religious—yes, it is religious, the best kind.

There is no Mother's Day organization in the country. While it started with one person—Miss Anna Jarvis, of Philadelphia—every man, woman and child is a self-appointed head of any organization he may choose to establish to promote a custom of universal adaptation.

The governors of eight States and the mayors of many cities have issued proclamations simply asking for observance of the day in some manner.

The second Sunday of May is Mother's Day.





Stub Ends of Thought

By ARTHUR G. LEWIS.



FAITH is the only divine part of human nature.

NOTHING confounds stupidity like frankness.

THE chain letter of woman's influence knows no end.

EVERY man's moral standard is measured by himself.

ONE touch of experience is worth a world of caution.

ALL great works rest upon the foundation of necessity.

It is unsafe to educate weak men beyond their intellect.

SELF-RELIANCE is the discerning condition of self-respect.

THE empire of woman is measured only by her ambition.

UPON the application of rational theory achievement depends.

HERE's to the homemakers of the world, God bless them!

A BEAUTIFUL woman and a beautiful thought are synonymous.

FOLLY is always by our side, but Reason comes only upon request.

It is the first step of the ladder on which our foot-hold rests.

THE power of persuasion must be backed by the lever of effort.

MORAL ideas are generally the result of either environment or necessity.

PASSIVE endurance is a weakness, a resignation of strength and resistance.

THE one difference between some men and all dogs is that the latter whine for a reason.

SOME of us only acquire a knowledge of discretion through our experience with the reverse.

PLATONIC affection is often only the hypocrisy of another love that we are attempting to conceal.

A de luxe edition of Mr. Lewis' work in book form (107 pages), bound in limp leather, and silk lined, will be forwarded, postpaid, upon receipt of \$1.00, by THE BOHEMIAN SOCIETY, Norfolk, Va

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MARCH 1, 1910.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM
LV. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	12.16	2.52
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.16	3.46
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.06	9.05	1.25	3.51
AR. PHILADELPHIA	10.16	11.50	12.11	2.02	4.05	6.50	8.19	11.50	3.50	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.16	6.30	8.00	10.40	3.17	6.36	8.32
AR. NEW YORK, 230 STREET	12.46	2.10	2.40	4.26	6.45	8.10	10.50	6.33	7.00	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MARCH 1, 1910.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
LV. NEW YORK, 230 STREET	11.50		7.50	9.50	11.50	1.50	3.50	5.50	6.50	
LV. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00	
LV. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	
AR. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23	
AR. BALTIMORE, CAMDEN STATION	6.50	10.55	12.30	2.47	4.20	6.13	8.13	10.56	11.27	
AR. WASHINGTON, NEW UNION STA.	7.50	11.45	1.20	3.50	6.20	7.00	9.00	12.00	12.22	
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MARCH 1, 1910.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
									NOTE.	
LV. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM			
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM			
LV. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM			
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM			
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.30 PM	8.00 AM	11.32 PM			
LV. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.27 PM	9.10 AM	12.30 AM			
AR. DEER PARK HOTEL										
AR. PITTSBURG			6.45 AM		9.40 PM	6.26 PM	8.50 AM	LV 5.25 PM		
AR. CLEVELAND			12.00 PM							
AR. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		LV 5.15 PM		
AR. COLUMBUS (CENTRAL TIME)		8.45 AM						9.26 PM		
AR. CHICAGO		6.15 PM			9.45 AM			7.30 AM		
AR. CINCINNATI	8.05 AM			6.35 PM		1.46 AM				
AR. INDIANAPOLIS	11.25 AM			12.10 AM		11.25 AM				
AR. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM				
AR. ST. LOUIS	6.50 PM			7.28 AM		1.40 PM				
AR. CHATTANOOGA				6.15 AM		7.55 PM				
AR. MEMPHIS	11.25 PM			8.45 AM						
AR. NEW ORLEANS	10.55 AM			8.15 PM						

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 609, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MARCH 1, 1910.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
LV. CHICAGO			6.40 PM	10.40 AM			8.30 PM			
LV. COLUMBUS				7.00 PM						
LV. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM			10.50 AM			
LV. CLEVELAND			7.30 PM							
LV. PITTSBURG			8.10 AM		3.00 PM					
LV. ST. LOUIS	* 9.00 AM	NOTE			10.00 PM	* 6.00 PM	1.15 PM			
LV. LOUISVILLE	2.10 PM	1.46 AM				9.28 PM				
LV. INDIANAPOLIS	3.10 PM	8.10 AM				2.30 AM				
LV. CINCINNATI	* 6.35 PM	4.55 AM				4.55 AM				
LV. NEW ORLEANS		12.15 PM				8.00 AM				
LV. MEMPHIS		9.15 AM				7.10 PM				
LV. CHATTANOOGA		8.35 PM				6.36 AM				
LV. DEER PARK HOTEL		9.45 PM								
AR. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM			
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.06 PM	1.59 PM	8.00 AM	3.51 AM	1.25 AM			
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.50 AM			
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.35 AM			
AR. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	7.00 AM			

NOTE—On Sundays only train No. 4 leaves St. Louis 1.00 a. m.
Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Pullman Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. **Five Hour Train.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York

No. 528. Drawing Room Parlor Cars Washington to New York. Dining Car, a la carte, Washington to New York

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia

No. 524. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Observation Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore

No. 527. **Five Hour Train.** Pullman Broiler-Buffet and Smoking Room Parlor Car New York to Washington.

No. 509. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. **Cincinnati-St. Louis Limited.** Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. **Chicago Express.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. **Pittsburg Night Express.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. **St. Louis Express.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. **"Pittsburg Limited."** Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. **"Chicago Limited."** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. **The Daylight Train.** Drawing Room Sleeping Car New York to Cincinnati. Pullman Broiler Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. **St. Louis-New York Limited.** Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. **Cincinnati-New York Limited.** Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. **Chicago-New York Limited.** Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to New York. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. **Chicago-New York Express.** Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Dining Cars serve all meals.

No. 10. **Night Express.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. **"Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Pullman Broiler Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Pullman Broiler Drawing Room, Smoking Room Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONDLER, Ticket Agent. Howard Street, E. C. JACKSON, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets, New B. & O. Building, G. W. SQUIGGINS, Assistant General Passenger Agent; E. A. WALTON, District Passenger Agent; G. W. PAINT, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent; G. D. CRAWFORD, City Ticket Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 256 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. F. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON Co., Inc., Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and Fifth Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 523 Traction Building, C. H. WISEMAN, District Passenger Agent; H. C. STEVENSON, Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent, 430 Walnut Street, T. J. WEST, City Ticket Agent. Vine Street and Arcade, C. G. COBB, Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., office, Avenida 5 de Mayo 3.
CLEVELAND, OHIO, 311 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; E. H. SLAY, City Ticket Agent. Union Depot, E. J. BUTTERWORTH, Ticket Agent.
CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 4th and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROEMERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOUISVILLE, KY., B. & O. S.-W., 4th and Market Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th Street Station, A. J. OBONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, OHIO, F. O. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, J. B. SCOTT, General Eastern Passenger Agent; E. V. EVERTSEN, Traveling Passenger Agent; A. J. SMITH, City Passenger Agent; E. D. AINSLIE, Ticket Agent, 1300 Broadway, S. R. FLANAGAN, Ticket Agent, No. 6 Astor House, G. F. PERRY, Ticket Agent. 245 Broadway, THOS. OOROK & SON, Ticket Agents. 225 Fifth Avenue, RAYMOND & WHITCOMB, Ticket Agents. 55 Avenue B, Cor 4th, MAX LEDERER, Ticket Agent; 77 Ridge Street, S. W. BARASCH, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 19 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. S. WALKER, Ticket Agent.
PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent; J. W. JONES, Ticket Agent (Ohio River).
PHILADELPHIA, 834 Chestnut Street, BERNARD ASHEY, District Passenger Agent; W. W. BAEKEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 355 Market Street, UNION TRANSFER CO., Ticket Agents. 603-5 South, 8d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAGOWAN, Ticket Agent.
PITTSBURG, Henry W. Oliver Building, Sixth Avenue and Smithfield Street, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDY, Traveling Passenger Agent. 403-57 Fifth Avenue, W. S. MILLER, City Ticket Agent; EDW. EMERY, City Passenger Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, G. S. BECK, Ticket Agent.
SAN FRANCISCO, CAL., 203 Monadnock Building, EDWIN ANDERSON, Pacific Coast Agent; C. W. DOERFLINGER, Traveling Passenger Agent.
SEATTLE, WASH., Room 210 Marion Block, D. L. MELVILLE, Traveling Freight and Passenger Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; L. L. HORNING, City Passenger Agent; B. N. EDMONDSON, City Ticket Agent; L. G. PAUL and GEO. SCHEER, Station Passenger Agents; W. F. GEISERT, Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. O. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 1417 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; J. LEWIS, JR., Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. New Union Station, Massachusetts and Delaware Avenues, JOS. KAMPS, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McClure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent; 84 Market Street, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at
TICKET OFFICES THROUGHOUT THE COUNTRY.

O. W. BASSETT, General Passenger Agent,
 Baltimore & Ohio Lines East, Baltimore, Md.

B. N. AUSTIN, General Passenger Agent,
 Baltimore & Ohio Lines West, Chicago, Ill.

C. S. WIGHT, General Traffic Manager,
 Baltimore & Ohio R. R., Baltimore, Md.

GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

BALTIMORE & OHIO

Quick Dispatch Freight Service

"Q. D." No. 97 Westbound

	From New York (Pier 7, 5.45 pm; Pier 22, 6.00 pm)	From Philadelphia (East Side, 10.25 pm)	From Baltimore (Camden, 8.20 pm and 2.05 am)
To Chicago (due 5.00 am),	60 Hours	56 Hours	52 Hours
To Columbus (due 9.00 am),	40 Hours	36 Hours	32 Hours
To Cleveland (due 5.25 am),	36 Hours	32 Hours	29 Hours
To Wheeling (due 2.40 am),	33 Hours	29 Hours	24 Hours
To Pittsburg (due 3.00 am),	33 Hours	29 Hours	24 Hours
To Cincinnati (due 10.05 am),	41 Hours	37 Hours	33 Hours
To Louisville (due 5.15 am),	60 Hours	56 Hours	52 Hours
To St. Louis (due E. St. L. 6.40 am),	62 Hours	58 Hours	54 Hours

"Q. D." No. 94 Eastbound

	To New York (Due 6.30 am)	To Philadelphia (Due 10.40 pm)	To Baltimore (Due 6.00 pm)
From Chicago (6.00 pm),	60 Hours	52 Hours	48 Hours
From Columbus (7.30 pm),	57 Hours	49 Hours	44 Hours
From Cleveland (6.40 pm),	58 Hours	50 Hours	45 Hours
From Wheeling (9.50 am),	44 Hours	32 Hours	27 Hours
From Pittsburg (8.00 pm),	35 Hours	27 Hours	22 Hours
From Cincinnati (8.50 am),	46 Hours	38 Hours	33 Hours
From St. Louis (E. St. L. 3.00 pm),	63 Hours	55 Hours	50 Hours
From Louisville (7.45 pm),	58 Hours	50 Hours	45 Hours

CORRESPONDING FAST TIME BETWEEN OTHER POINTS EAST AND WEST

MERCHANDISE MOVED IN ONE NIGHT

In Both Directions

Between New York, Baltimore and Washington
Philadelphia, Baltimore and Washington

CONTINENTAL LINE FAST FREIGHT LINE OPERATING
VIA B. & O. R. R., EAST AND WEST

O. A. CONSTANS, Western Freight Traffic Manager	-	-	-	CHICAGO, ILL.
T. W. GALLEHER, General Freight Agent	-	-	-	BALTIMORE, MD.
D. G. GRAY, General Freight Agent	-	-	-	PITTSBURG, PA.
E. M. DAVIS, General Eastern Freight Agent	-	-	-	NEW YORK
C. H. HARKINS, General Western Freight Agent	-	-	-	CHICAGO
S. T. McLAUGHLIN, General Freight Agent B. & O. S. W.	-	-	-	CINCINNATI, OHIO
T. H. NOONAN, General Manager Continental Line	-	-	-	CINCINNATI, OHIO
C. S. WIGHT, General Traffic Manager	-	-	-	BALTIMORE, MD.

Deer Park Hotel

AND COTTAGES

DEER PARK, MARYLAND

On the Crest of the Alleghanies



Delightful Summer Resort in the "Glades" of the Alleghanies

This famous hostelry on the high plateau of the Alleghany Mountains, known as the "Glades," will open June 25, 1910, after a complete renovation of the entire property.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea-level, out of reach of malaria and mosquitoes. The hotel buildings are located in a magnificent park of 500 acres of forest and lawn. Miles of perfectly kept roadways afford delightful motoring and driving.

The hotel is thoroughly modern as to improvements and equipment, with bowling alleys, billiard rooms, tennis courts, golf links, swimming-pools, livery, etc., and the excellent cuisine has always been a matter of most favorable comment. No mountain resort equals it for accessibility—only eleven hours' ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six hours from Washington; seven hours from Pittsburg; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

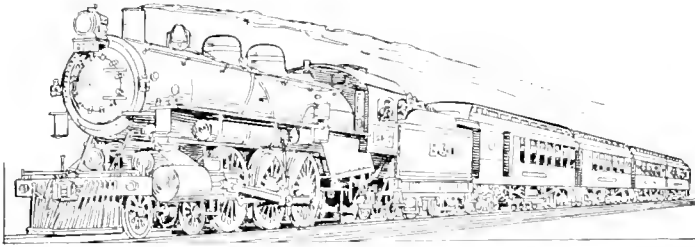
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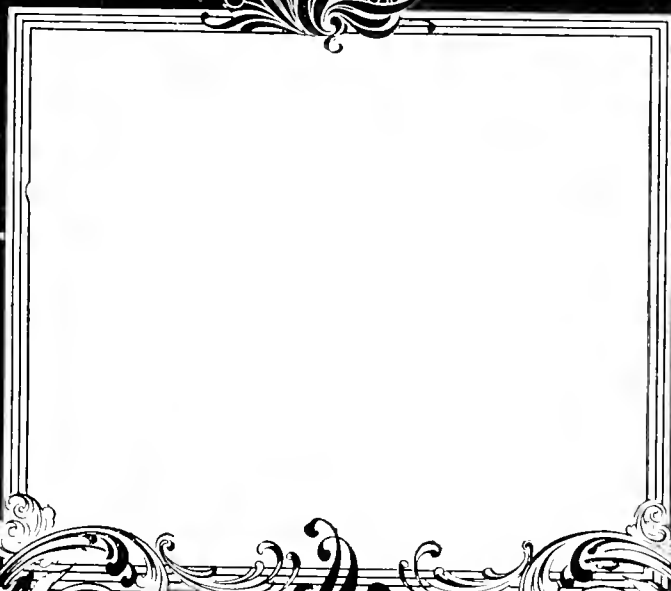
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BOOK OF THE ROYAL BLUE

JUNE, 1910

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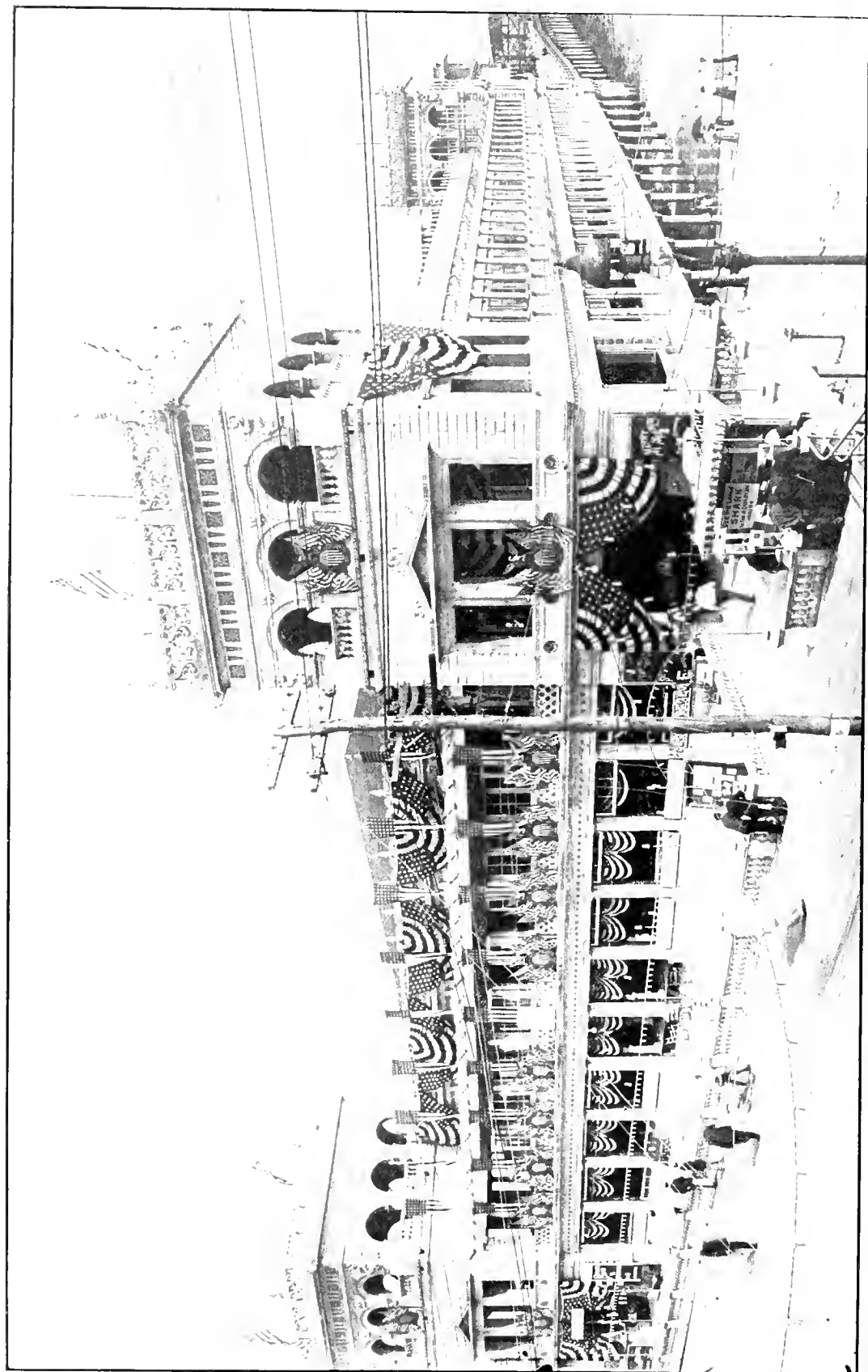
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PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD

WILLIAM ELLIOTT LOWES, EDITOR

VOL. XIII

BALTIMORE, JUNE, 1910

No. 9

Our National Ensign

Flag Day, June 14th

By CHARLES L. SHIPLEY



THE Stars and Stripes, the national ensign of our great republic! What nation has not seen it and admired it, and respected it? The most beautiful flag in the world and the ensign of the mightiest nation of the universe.

View its colors—red, white and blue—those alternate red and white stripes, representing purity bought with blood, beautifully contrasting with the blue field bedecked with white stars, a piece of the heavens, to add celestial beauty over the whole and eternally stamping it the “star-spangled banner.”

Every nation has its symbolic emblem and ensign, and queer indeed are some of the designs that are emblazoned on their standards, consisting of birds, reptiles, fishes, etc. The Crusaders, or those engaged in the “holy wars,” of the eleventh and twelfth centuries, emblazoned their banners with the cross, signifying Christianity in its fierce and deadly struggle to overthrow the followers of Mahommed.

Concerning the origin of our banner much has been said and written, back to the period when our forefathers crossed the Atlantic. The union of the three crosses of St. George, St. Andrew and St. Patrick marks first the union of England and Scotland into the kingdom of Great Britain, and then the union of this kingdom with Ireland. This

is termed the great union flag of Great Britain and was brought by the English colonists to America. Subsequently, after the first settlements were made, from that on until the period of the American Revolution, the ensigns adopted by the colonies were numerous in number and various in design, and of those we may quote the following: The Three County Flags of Massachusetts, 1659; St. George's Cross Flag, 1651; Newberry (Mass.) Flag, 1684; White Escutcheon Union Flag, 1701; New England Ensign, 1704; Meteor Flag of England, 1707; Blue Flag of New England, 1737; St. George's Cross with the Union, 1741; Three Crescent Flag of South Carolina, 1765; Provincial Flag, 1768; Liberty and Union Flag, 1774; Connecticut Coat of Arms Flag, 1775; Beaver Flag of New York, 1775; Westmoreland County, 1776.

At the commencement of the Revolution the following regimental colors were carried by the militia regiments then in service: Colonel Webb's Regimental Flag; White Plains Flag; the Culpeper Flag; Philadelphia Light Horse Flag; the Linked Hand Flag; the Moultrie Flag of South Carolina, and the Pine Tree Canton Flag. On the water the Red and Blue Striped Naval, the Paul Jones Naval, Colonel Gradsen's Naval, and the Admiral Hopkin's Naval were the ensigns most frequently carried.

When the thirteen colonies began to feel the iron heel of English oppression they constructed a crude colonial banner and

placed upon it a design of a rattlesnake cut into thirteen pieces, representing the thirteen colonies, with the motto "Join or Die."

When they became more firmly united in the course of time, they constructed a flag of thirteen horizontal bars, alternate red and white, with a rattlesnake extending diagonally across the stripes, the lower white stripe bearing the motto: "Don't Tread on Me." The snake was always represented as having thirteen rattles.

Benjamin Franklin, observing this emblem on the drums of one of the regiments, wrote as follows: "On inquiry and from study, I learned that the ancients considered the serpent an emblem of wisdom, and, in some attitudes, of endless duration. Also that countries are often represented by animals peculiar to that country. The rattlesnake is found nowhere but in America. Her eye is exceedingly bright and without eyelids — emblem of vigilance. She never begins an attack and she never surrenders — emblem of magnanimity and courage. She never wounds even her enemies till she generously gives them warning not to tread on her, which is emblematical of the spirit of the people who inhabit her country. She appears apparently weak and helpless, but her weapons are nevertheless formidable.

"Her poison is the necessary means for the digestion of her food, but certain destruction to her enemies, showing the power of American resources. Her thirteen rattles, the only part which increases in number, are distinct from each other, and yet so united that they cannot be disconnected without breaking them to pieces, showing the impossibility of an American republic without the union of States.

"How marvelously prophetic! A single rattle will give no sound alone, but the ringing of the thirteen together is sufficient to startle the boldest man alive. She is beautiful in youth, which increaseth with age. Her tongue is forked, as the lightning, and her abode is among the rocks."

For the adoption of the red, white and blue colors in our national emblem of the present day we are probably indebted to our English ancestors. In the English colonies of America the cross of St. George — a red cross on a white field — was used, though somewhat modified to suit political danger occurring in England during the seventeenth century, but these modifications rarely consisted of any other colors than red, white and blue.

In 1707 the Union Jack of James I superseded all of the colonial flags. This flag, adopted by James in 1606, was a union of the crosses of St. George and St. Andrew. St. Andrew's cross was white diagonal on a blue field. These continued to be the popular colors until the outbreak of the Revolution gave birth to the variously designed flags, a number of which have heretofore been described.

The earliest and only suggestion that can be found concerning the use of stars as a device for the American ensign prior to its adoption in 1777, is contained in the columns of the Massachusetts "Spy" for March 10, 1774, in a song written to commemorate the anniversary of the Boston massacre (March 5, 1770).

In a flight of poetic fancy the writer foretells the future victories of the American banner as follows:

"A ray of bright glory now beams from afar,
The American ensign sparkles a star
Which shall shortly flame wide through the skies."

The supposed earliest instance of the thirteen stripes being used upon an American ensign is found upon a standard presented to the Philadelphia Troop of Light Horse in 1774-5, by Capt. Abraham Markoe, and is still in the possession of that troop. As General Washington, when on his way to take command of the army at Cambridge, accompanied by Generals Philip Schuyler and Charles Lee, was escorted by this troop of Light Horse from Philadelphia, June, 1775, to New York, he doubtless became familiar with the design of this standard, and it is possible that it may have suggested to him the striped Union flag raised at Cambridge six months later.

The first Continental Congress assembled in Philadelphia, in September, 1774, and on the 17th of November of the same year some twenty-eight gentlemen of the leading families of that city enrolled themselves into a company of horsemen to be known as the Philadelphia Troop of Light Horse, and elected Abraham Markoe as captain.

Captain Markoe resigned his commission in 1775, in consequence of an edict of the King of Denmark, which forbade his subjects to engage in the war against England, under the penalty of confiscation of their property, and if he presented this ensign to the troop before his resignation, it is proof that it was made between 1774 and 1775, and previous to the Union flag raising at

Cambridge. It is for this reason that this ensign is so highly valued by the City Troop.

The Great Union Flag, which was the forerunner of our present standard, was first raised by Washington at Cambridge, Mass., January 2, 1776. This consisted of thirteen alternate red and white stripes, with the crosses of St. George and St. Andrew emblazoned on the blue field or canton in place of stars. This flag was also carried by the fleet under the command of Commodore Esek Hopkins, which sailed from the Delaware capes in February, 1776. It was also hoisted on the staff at Fort Sullivan, afterwards Fort Moultrie, at Charleston, S. C.

On Arch Street in the city of Philadelphia, Pa., stands a quaint little old two-story and a half building in which the first starry banner of the present design was manufactured.

Early in the year 1777 it became evident that the American colonies must have a distinct ensign of their own, and a committee of the Continental Congress, George Ross and Robert Norris, appointed to select and devise a proper emblem, accompanied General Washington to the little millinery shop of Mrs. Elizabeth Ross, at 239 Arch Street, to have their idea embodied in bunting.

Washington made known his errand, and sketched upon a piece of paper the design agreed upon. There were thirteen stripes, alternate red and white, and in the blue union were to be thirteen white stars ranged in a circle.

It was at the suggestion of Mrs. Ross that the members of the flag committee changed the six-pointed star to a five-pointed one. She pointed out that the star with six points was the emblem used by British heralds, while the five-pointed one was favored by the French, Germans and Dutch. She also contended that the stars in the sky seemed to have only five points, and finally won her point by showing her visitors how a star with five points could be made with one clip of her scissors. When the committee had agreed upon every detail of the design for the flag, Mrs. Ross was told to go on with her work.

The flag thus designed was adopted by Congress in a resolution of the 14th of June, 1777:

"RESOLVED, That the flag of the thirteen United States be thirteen stripes, alternate red and white; that the union be thirteen

stars, white in a blue field, representing a new constellation."

The stars of the flag represented the idea taken from the constellation Lyra, which signifies harmony. The blue of the field was taken from the banner of the Covenanters of Scotland, likewise significant of the league and covenant of the United Colonies against oppression. The stars were disposed in a circle, symbolizing the perpetuity of the Union, the circle being the sign of eternity. Both the thirteen stripes



BETSY ROSS HOUSE, PHILADELPHIA, WHERE
THE FIRST FLAG WAS MADE

and the stars showed the number of the United Colonies, and denoted the subordination of the States to and their dependence upon the Union, as well as equality among themselves. The whole was a blending of the previous banners—the red of the army and the white of the navy; the red color which in the days of the Roman empire was the signal of defiance, and the white of purity.

No authentic record of the discussions which no doubt preceded the adoption of

the Stars and Stripes has been preserved. Tradition has it that both stars and stripes may possibly have been suggested by the arms of Washington, which by a singular coincidence contained both, but had any banner been blazoned with the coat of arms of the patriot chief, it is reasonable to suppose that he would have chosen the design for the banner of his life guards, but that ensign had no such device upon it.

The first use of the new banner in military service, it is claimed, was at Fort Stanevix, now Rome, New York. On August 2, 1777, this fort was besieged by a large force of English and Indians. The garrison consisted of the Third New York Infantry, commanded by Col. Peter Gansevoort, numbering about 500 men. As the national ensign had not as yet been issued to the army, and the fort was without a flag, Lieut.-Col. Marinus Willett, of the regiment, undertook the job of providing one.

The red stripes of the flag were cut from a silk dress of Willett's wife; white stripes and stars from ammunition bags, and the blue field from a large cloak belonging to Colonel Gansevoort. The flag made of this improvised material was designed according to the regulation standard and was thirteen feet in length.

It was hoisted on the flagstaff at sunrise on August 5, 1777, amid the cheers of the brave garrison, who in the attack upon the fort, which they repulsed a few days later, proved themselves worthy to defend it.

In open battle, Delaware claims the honor that it was first thrown to the breeze in the engagement at Cooch's Bridge on September 2, 1777, between the army of General Washington and a column under Lord Cornwallis. The scene of this engagement, or rather a skirmish, has been marked by a monument of Brandywine granite, eight feet high, containing a design of the original flag and a suitable inscription.

On water the new banner was first unfurled by Commodore John Paul Jones, on board the "Ranger."

The flag remained as it was designed until the 13th of January, 1794, when by an act of Congress it was altered to fifteen stripes and fifteen stars. This was in consequence of the admission of two new States into the Union—Vermont in March, 1791, and Kentucky in June, 1792.

The admission of the States of Tennessee, Ohio, Louisiana and Indiana again made necessary changes in the flag. It was now

seen that the addition of a new stripe for every State would soon make the banner too large, or else the stripes would have to be reduced so in width as to give it the appearance of a piece of checked gingham. It was also seen that the circle of stars would have to be changed.

Accordingly, upon the admission of Indiana, a committee was appointed, and through the exertions of Peter Wendover, of New York, the following act was passed:

AN ACT TO ESTABLISH THE FLAG OF THE UNITED STATES.

SECTION 1. BE IT ENACTED, That from and after the 4th day of July next, the flag of the United States be thirteen horizontal stripes, alternate red and white; that the union have twenty stars, white in a blue field.

SECTION 2. AND BE IT FURTHER ENACTED, That on the admission of every new State into the Union one star be added to the union of the flag, and that such addition shall take effect the 4th of July next succeeding such admission.

Approved April 4, 1818.

By this regulation the thirteen stripes representing the original number of States, whose valor and resources originally achieved American independence, remained the same in number, while the additional stars—the idea taken from the science of astronomy—will mark the increase of States since the adoption of the Constitution.

The stars were also changed from a circle into a square. Under this law, passed ninety-two years ago, our present flag was established, during which period its constellation of twenty stars has increased to forty-six, and the borders of its domain have extended from the Atlantic to the Pacific, and Canada on the north to Mexico on the south.

The new flag was hoisted over the House of Representatives April 13, 1818, at 2.00 o'clock, though the law provided that the act was not to take effect until the 4th of July.

This was the first flag made after the passage of the act for the altering of our banner. It was made in New York City by Mrs. Samuel C. Reid, under the direction of her husband, Capt. Samuel C. Reid, distinguished for his brave defense of the brig "General Armstrong," in the Fayal Roads in 1814.

In making this flag Mrs. Reid called to her aid a number of her most deft-fingered lady friends. In his letter acknowledging the receipt of the flag, Congressman Wendover said: "Mr. Clay, the Speaker, says it is wrong there is no charge in your bill for the making of the flag. If pay for that will be acceptable, on being informed I will procure it."

We may relate that Mrs. Reid (who was a daughter of Capt. Nathan Jennings, of Connecticut, and who served through the entire Revolution) and her patriotic helpers declined to receive any pay.

The first State to add a star to the constellation of the new flag was Illinois, admitted December, 1818, then followed Alabama, December, 1819; Maine, March, 1820; Missouri, August, 1821; Arkansas, June, 1836; Michigan, August, 1837; Florida, March, 1845; Texas, December, 1845; Wisconsin, May, 1848; California, September, 1850; Minnesota, February, 1858; Oregon, April, 1859; Kansas, March, 1861; West Virginia, February, 1863; Nevada, October, 1864; Nebraska, March, 1867; Colorado, July, 1876.

With the admission of Colorado, which was termed the "Centennial State," the number of stars was brought up to thirty-eight, and they remained at that number until 1889, when the admission of four new States, namely, North Dakota, November 2d; South Dakota, November 2d; Montana, November 8th, and Washington, November 11th, all admitted that year, necessitated another change in the constellation, which was now entitled to forty-two stars. Hardly had this change been effected in the banner, when the admission of Idaho, July 3, 1890, added another star to the field from the 4th of July next ensuing, which in this case was next day, thereby causing some inconvenience and a great deal of expense.

Both the army and navy had been fitted with complete outfits of new flags, which the new stars made necessary by the admission of the four States in 1889. The admission of Idaho at once made it necessary to make an entire new set of flags with forty-three, instead of forty-two stars. Wyoming tried very hard to get in with Idaho, but the act of admission in her case was not passed in time. The date of Wyoming's admission, on the approval of the bill by President Harrison, was July 10, 1890, and as the morning gun was fired at every military and naval post within the

United States on July 4, 1891, the remodeled flag of the Union was unfurled.

One additional star had been added for Wyoming, making a spangle of forty-four, which under the army regulations were arranged upon the blue field in six horizontal rows, the upper and lower rows to consist of eight stars and the other rows seven.

On July 4, 1896, another new flag was thrown to the breeze, containing a union of forty-five stars, being occasioned by the admittance of Utah. The only change in the union to meet this requirement was the transfer of the star at the right end of the sixth row to the left or beginning of the fifth row, and the placing of a new star at the left or beginning of the third row.

On the admission of Oklahoma, which was the last State to be admitted to the Union, the constellation, now numbering forty-six stars, is arranged as follows: The second and fifth rows contain seven stars each, while the first, third, fourth and sixth each contains eight stars.

With the admission of Arizona and New Mexico, the field would contain forty-eight stars and would be permanent, unless the time should arrive when Alaska would be admitted, or the Indian territory would claim the honors of statehood, or an occasion should arise for the subdivision of any of the old States into new ones.

No article dealing with the history of our national banner would be complete without a brief biography of its first maker, the sweet-faced little Elizabeth Ross, or "Betsy Ross," as she has been most affectionately termed by the American people.

Betsy Ross was the daughter of Samuel and Elizabeth Griscom, and was born January 1, 1752. She was a bright girl and grew to be a beautiful and amiable woman. Skillful with her needle, she was fond of embroidery and other difficult and delicate work. She married in December, 1773, John Ross, a nephew of George Ross, one of the signers of the Declaration of Independence, and one of the members of the flag committee. As he was an Episcopalian, and her parents were stanch Quakers, she was disowned for marrying outside of her faith.

Young Ross was an upholsterer and soon after marriage he embarked in business at 239 Arch Street. Deft with her needle she proved a most valuable assistant to her husband, and their shop soon became patronized by the best families of Philadelphia.

When the Revolution commenced, Ross connected himself with the army, though remaining in the city, and in January, 1776, was killed by an explosion of powder while guarding the military stores in the city at the foot of Arch Street, only a short distance from his home.

Being familiar with her husband's business, and also understanding the craft of dressmaking and millinery, Mrs. Ross decided to continue business. The visit of General Washington and Messrs. Morris and Ross to her little shop we have already described in our article. The adoption of the flag secured for Betsy the authority of the Government to continue the work, and for a number of years she found active employment in the increasing demand for ensigns as the country extended its boundaries.

History tells us that no special value was placed on the first banner made by Mrs. Ross. It appears to have been lost in the autumn following its adoption (1777) in the attack on Fort Mifflin. It was shot away from the staff and blown away by the wind to find a watery grave in the Schuylkill River.

While the pretty little Betsy was an adept in making flags, she also proved her ability in the matrimonial market, for on the 15th of June, 1777, the day after the adoption of the flag, she was married to John Ashburne, captain of the privateer "Luzerne." It was his fate to be captured by the British and imprisoned in the Mills prison in England, where he died two years after his marriage. Two children were the result of this marriage, one of whom died in infancy, and the other, a daughter, lived to become the wife of Adam Sullivan.

Among her husband's fellow prisoners, and with whom he became intimately acquainted, was one John Claypole, a Philadelphian and a Revolutionary soldier, who was also confined in the Mills prison. Claypole was afterwards exchanged, and

returning home he delivered Captain Ashburne's last message to his wife.

Captivated by the twice-widowed Betsy, Claypole paid court and in due time married her; but the same sad fatality attended this third marriage as the preceding two. Mr. Claypole's health was broken down by his imprisonment and in a few years he died, leaving his widow and five children. Betsy Ross lived to the good old age of eighty-four years, and died January 30, 1836. Her body lies in Mount Moriah Cemetery, where a simple headstone marks her resting place. She reposes by the side of her last husband.

A monument of gold would not so effectually perpetuate the memory of this sweet-faced, patriotic Quakeress as the one which her deft fingers first gave to the world—the starry banner of our republic.

The quaint little house where it was manufactured 133 years ago has been purchased and preserved by the American Flag Home and Betsy Ross Memorial Association.

It is to the efforts of the American Flag Association that "Flag Day" has become a fixed event in our history. The celebration of this day (June 14th) dates from 1891, when several cities began the custom, notably Buffalo, N. Y., to be followed the next year by a general observance throughout the country. The custom has grown since then until now it is a general and annual event, and serves to teach the children to reverence the banner of their country, to impart to them a knowledge of its history, and to arouse in their breasts the feeling of fidelity and patriotism necessary to its protection and defense when assailed by foreign foes.

"A song for our banner! The watchword recall

Which gave the republic her station,
United we stand, divided we fall,

It made and preserved us a nation.
The union of lakes, the union of lands,

The union of States none can sever,
The union of hearts, the union of hands,
And the flag of our Union forever!"



The World's Greatest Battle



THE battle of Gettysburg, unquestionably the greatest and most deadly ever waged in any country of the globe, took place on the field of Gettysburg, occupying a space of about twenty-five square miles, and lasted three days. It began at 9 A. M. on July 1, 1863, and concluded on July 3d, late in the evening, with the retreat of Lee at daylight next morning with the remnants of his shattered army. During this short interval of desperate fighting the Union army lost 3,155 killed, 14,529 wounded and 5,365 captured, a total of 23,049. The Confederate side had 2,529 killed, 12,709 wounded and 5,150 captured, a total of 20,451. The first day's fighting was somewhat scattered and the Union forces met numerous repulses, the Confederates even occupying the town of Gettysburg itself and seemingly to have every advantage. The second day's battle began with early skirmishing, which continued until 3:30 P. M., when the fight was renewed in deadly earnest and continued until 9 P. M., when darkness ended the battle, with heavy Confederate losses and the tables largely turned in the Federal favor. The third and last day decided the fate of the Southern Confederacy, when after a desperate fight, which resulted in almost wholesale slaughter on both sides, the Confederate forces were vanquished and the retreat began as soon as the dawn appeared and the routed army could make its straggling way back to the Potomac, which it reached four days later, and entrenched. As far as Gettysburg is concerned, there the last page was written and the book closed.

Gettysburg, now consecrated by a grateful and loving nation to its brave sons who laid down their lives in the noblest sacrifice that men could make, that the great and glorious Union might live, stands pre-eminent and alone, the world's greatest battlefield.

Hallowed by the blood of its heroes, it has been set aside as a sacred spot

that none may ever desecrate, where our mighty Government has cast its protecting wing and made it one of the most beautiful spots within our country's broad domain.

Far away to the West, hazily outlined against the sky, the noble Blue Ridge still keeps its eternal vigil. Big and Little Round Top, Culp's Hill and other eminences, rich in historic interest, rise above the valleys, bearing on their crests the beautiful tributes of the States to their fallen braves.

More than four hundred stately monuments, the master-pieces of art of the various States, have been erected; four hundred and seventy tablets, descriptive of the spots of historical fame they mark, are placed on every side; over a thousand markers designate the positions of the various troops, and the same grim old cannon, which breathed death over that very ground, now stand in silent token of the harvest of devastation, while on all sides abound trophies of the triumphs that cost so dear. Five great towers for observation purposes have been erected by the Government at the highest points, giving bird's-eye views of the entire battlefield. Over a hundred miles of magnificent roads have been constructed, giving easy access to all parts of the battlefield.

It is one spot in all America that every American should visit and that everyone should see. The now aged veterans, who will attend their forty-fourth national encampment at Atlantic City in September, have another opportunity to see the great field. The Baltimore & Ohio Railroad, through its connection with the Western Maryland Railway, offers direct access to this great center of interest.

It was a strange decree of fate which settled upon Gettysburg, a peaceful, quiet country village, as the scene of one of the world's most desperately fought battles and the most momentous of the struggle between the North and the South. Nestling on the gentle slopes of the placid Blue Ridge, at the base of South Mountain, between the ridges of



Cemetery Hill on the southwest and Seminary Ridge on the west, it is surrounded by a cluster of low hills forming the background of a broad expanse of rich valleys in a high state of cultivation. Its exact geographical position is about seven miles north of the State line dividing Maryland and Pennsylvania.

The site of Gettysburg was originally located by thrifty German colonists in 1779 (just three years following the Declaration of American Independence). The town was founded by James Getty, in 1780, became the county seat of Adams County in 1800, and was incorporated in 1807. It started with a handful of residents in a few scattered cottages and shacks, but grew until at the time of the outbreak of the war (1861) it boasted about 1,200 inhabitants and about 1,500 at the time the famous battle was fought. Many clearly visible marks of the struggle still remain. An old fence, carefully preserved, shows hundreds of bullet holes, where riflemen took pot shots at each other. The side of an historic house displays a big solid cannon shot still sticking in the brickwork just where it landed from a Confederate gun; houses everywhere retain the old shutters punctured with many shot, and door frames innumerable retain the scars of the minie balls. Trees with scarred and shattered trunks, gnarled limbs and twisted boughs bear silent evidence to the awful rain of shot and shell. The scene of the conflict is all about. The stranger asks, "Where is the battlefield?" as he halts at the Center Square. "Right where you are standing," replies a grizzled old Vet. with a wooden leg, as he respectfully salutes. Then he points to a wide street and tells how a whole battery of artillery was wheeled suddenly into that same thoroughfare, and a literal avalanche of death poured down between its rows of houses in the very faces of a brigade which was advancing, with col-

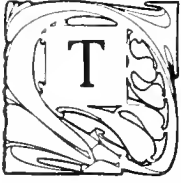
ors flying, to the aid of their comrades. The little town was practically in the center of the battlefield, as its shattered chimneys, broken walls and many bullet marks tell. The old guide tells of how the people herded like pame-stricken sheep in the cellars when the firing began, and remained there in fear and trembling during the three days, often with scant food and water, until the bombardment had ceased and their lives were once more safe.

The Gettysburg of to day has not changed so very much. The town has grown bigger, it is true. The population has increased from a paltry 1,500 to nearly 5,000. Handsome new buildings have sprung up. The hum of busy machinery in many factories and mills speaks prosperity. Big stores and marts of commerce have been reared in commercial energy, and there is plenty of evidence of growth and up-to-dateness, but there is too much of the sacredly historic to admit of complete evolution, and much of the town has been reverently preserved in its original form as a memorial to its and the nation's posterity. Yet it is a thriving place, and at present boasts of many magnificent residences and churches, numerous modern department and other stores, three newspapers, two steam railroads, giving quick and convenient access to all points, a modern trolley road, which traverses much of the battlefield. Among its many industries are a brick plant, furniture factory, roller mills, iron foundry, planing and wood working mills, ice plant, ice cream manufactories, tile works, novelty works, shirt factory, wrapper factory and others. Besides, the town boasts three banks, a trust company and other financial institutions. It has numerous fine public schools and the famed Gettysburg College and Seminary. It is estimated that 200,000 strangers visit Gettysburg every year.



Atlantic City

Forty-fourth National Encampment, Grand Army of the Republic, Sept. 19 to 24



THE Forty-fourth National Encampment, Grand Army of the Republic, will be held at Atlantic City, New Jersey, September 19th to 24th, 1910. For this occasion low excursion fares will be named from all parts of the United States to this most popular seacoast resort on the Atlantic Coast.

The sessions of the National Encampment will be held in an auditorium 2,000 feet from the shore on the Steel Pier, at the foot of Virginia avenue, commencing Thursday, September 22nd, at 10 a. m. The business sessions of the Woman's Relief Corps will be held at St. Paul M. E. Church, Pacific and Ohio avenues, Thursday at 10 a. m. The Ladies of the Grand Army of the Republic at the First Baptist Church, Pacific and Mansion avenues, commencing at the same hour. The Sons of Veterans and their Auxiliary at the Hotel Rudolf; the Daughters of Veterans at St. Nicholas Parochial Hall, Pacific and Tennessee avenues; the Army Nurses, the ex-Union Prisoners of War, the Naval Veterans and others will commence their conventions at the same hour in halls which will be determined later.

The parade, which is always a feature of the encampments, will commence at 10 a. m. on Wednesday, September 21st. The line will be on Atlantic avenue, from the east to Ohio avenue, and thence a short countermarch around the City Park, back to Pacific avenue for disbandment. The reviewing stand will be located between the park and Boardwalk, with a capacity of 2,000 seats.

Tickets from points on the Baltimore & Ohio R. R. in Trunk Line Territory require no validation whatever at Atlantic City. Tickets from points beyond Trunk Line Territory must be stamped at Atlantic City by Ticket Agent of Atlantic City R. R. at station, Atlantic and Arkansas avenues, or at City Ticket Office on Boardwalk, corner North Carolina avenue, two blocks from G. A. R. headquarters on Young's Pier. All tickets for extension beyond the original limit, for which extension \$1.00 will be charged, must be deposited with the Spe-

cial Agent at the Morris Guards' Armory, No. 12 South New York avenue.

Guides will be furnished for Saturday, Sunday, Monday, Tuesday and Wednesday during the encampment, to direct visitors at the trains and on the streets. Booths, properly officered, will be established on the Boardwalk and at other proper places for the dissemination of maps, booklets and general information.

Atlantic City is America's premier pleasure and health resort. Taken all the year round, she has no equal in the world. Some European resorts rival her for a limited Summer or Winter season, but none compares in popularity, comfort or pleasure. On an island ten miles in length and less than a mile in width, extending nearly due east and west, separated from the mainland by seven miles of salt bays and meadows, Atlantic City faces the south. The prevailing south-west breeze of Summer comes to her cooled by the ocean, while in Winter, southern exposure and proximity to the Gulf Stream and the protection of the Jersey pine belt insure an equable climate several degrees warmer than the nearby cities of New York and Philadelphia.

Comparison of average temperatures only suggests the substantial difference between the Summer temperature at Atlantic City and that which prevails in the great centers of population. Water in every direction and continuous ocean breezes make impossible the extremes common elsewhere.

In Atlantic City the annual average is 61°. There are no rivers or other large bodies of fresh water near Atlantic City, and consequently its climate is dry, the air is pure, and there is an almost entire absence of fog. These remarkable climatic conditions bring to Atlantic City an all-the-year-round patronage which has developed the largest and most interesting city in the world exclusively devoted to the entertainment of the public.

Atlantic City is a city of hotels, cottages and shops. Its sole business is to give comfort, health and pleasure to the people who come from all over the world. On any day of the year guests may be and are accommodated with the comfort and elegance of the best metropolitan hotels, as well as the most varied facili-

ties for recreation and amusement. The prominent hotels possess every modern convenience and luxury.

Atlantic City is one of the most interesting places in America, not only because as an all-the-year-round resort it enjoys a practically never-ending season, but also because it is a city of importance among the municipalities of the New World. Its public buildings are handsome. Its streets are excellently paved with asphalt, bitulithic, brick and wooden block, which are kept clean and in good repair. It is withal a most desirable place in which to live. Many prominent people from Philadelphia, New York and elsewhere come to reside all or part of the year and enjoy the hotel and cottage life of Atlantic City.

Visitors find that the most distinctive feature of Atlantic City is the Boardwalk. It extends seven miles along the Beach with a practically unobstructed ocean view. The walk is, at no point, less than twenty feet wide. Throughout much of its length its width is forty, and in its central portion sixty feet. Constructed by the municipality at a cost of some three hundred thousand dollars, it rests on steel piling and is elevated from ten to fifteen feet above the strand. It is brilliantly lighted every evening in the year by many thousands of incandescent electric lamps. It is well patronized at all times, but in July, August and September it is thronged. In March and April a multitude from all parts of the country finds on the Boardwalk an early Spring and relief from the snow and slush of the cities.

Next to the ocean view and the promenaders, the shops and the rolling chairs are prominent features of the Boardwalk. Visitors, regardless of age, health or sex, are patrons of these chairs, which are open for the bright, warm days in the Spring and Autumn and shaded for the Summer season, while for convalescents they are enclosed in glass, so that at no time is one obliged to forego a trip along the Boardwalk. The chair of the invalid guest may be rolled from his room into the elevator and out upon the Boardwalk.

Along the land side of the Boardwalk the shops not only act as a shelter from the occasional north winds, but are one of its chief charms. Armenia and Syria, China and Japan, Hawaii and Mexico,

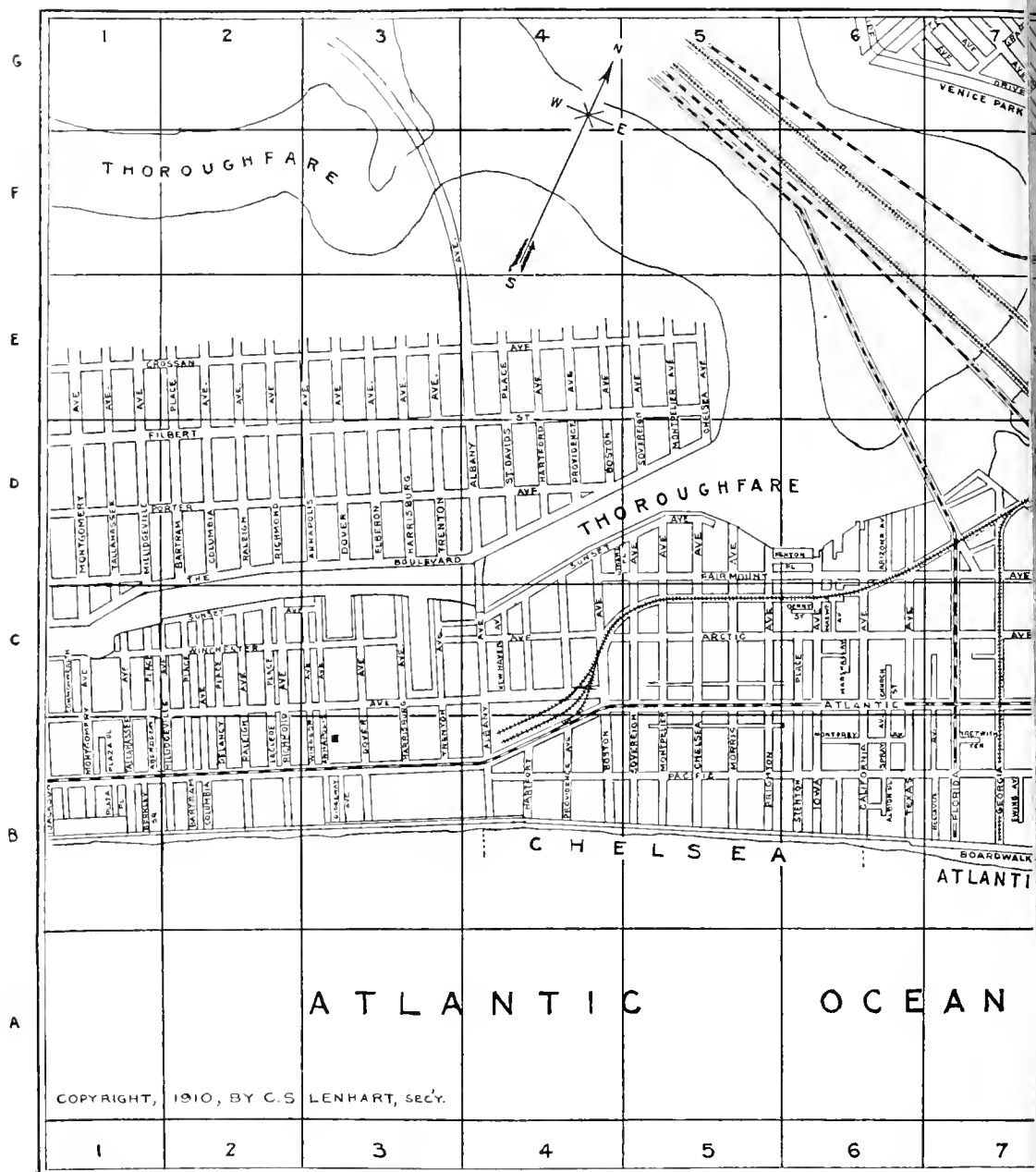
Egypt and Turkey, Italy and Scandinavia are each represented by shops exclusively devoted to their importations. In addition to these are many more in which are displayed the best creations of American artists. The shop windows and the auction sales attract the connoisseur and entertain the stroller. In addition to the long walk shops there are many excellent stores of a general character in the center of the city for visitor and resident.

The Casino, facing the Boardwalk and a city park, is a recognized center of social life. Every morning and evening during Autumn, Winter and Spring, concerts are given by a metropolitan orchestra.

Extending seaward from the Boardwalk are five great Ocean Piers—in all the world the greatest series of piers devoted exclusively to recreation. Nowhere will builders and engineers find more interesting examples of steel and concrete work than in these famous structures. Concerts by noted bands, theatres, net hauls, bowling and other amusements, interesting in themselves, have added zest when enjoyed over the ocean. Along the Boardwalk are theatres, auction sales and many other forms of entertainment. Anyone can find endless diversions in Atlantic City. The saunterer is lulled on by the bracing air and the resiliency of the Boardwalk, the allurements of the ocean, the shops, the amusements and the joy of mingling with the pleasure seekers, to walk, until he finally returns with keen appetite and mind refreshed. The Boardwalk of Atlantic City is the Promenade of America.

The Bathing Beach is the most perfect on the Atlantic Coast. Fifty thousand bathers are often seen in the surf at one time in the Summer months. For the protection of this multitude Atlantic City maintains a municipal beach patrol of sixty trained men, equipped with boats and other apparatus and under the direction of an experienced surgeon. There is but little demand for their assistance, for the beach shelves off very gradually and there are no dangerous holes or cross currents. Life lines are unnecessary.

The smooth bays and thoroughfares lying between Absecon Island and the mainland are ideal for small sail and



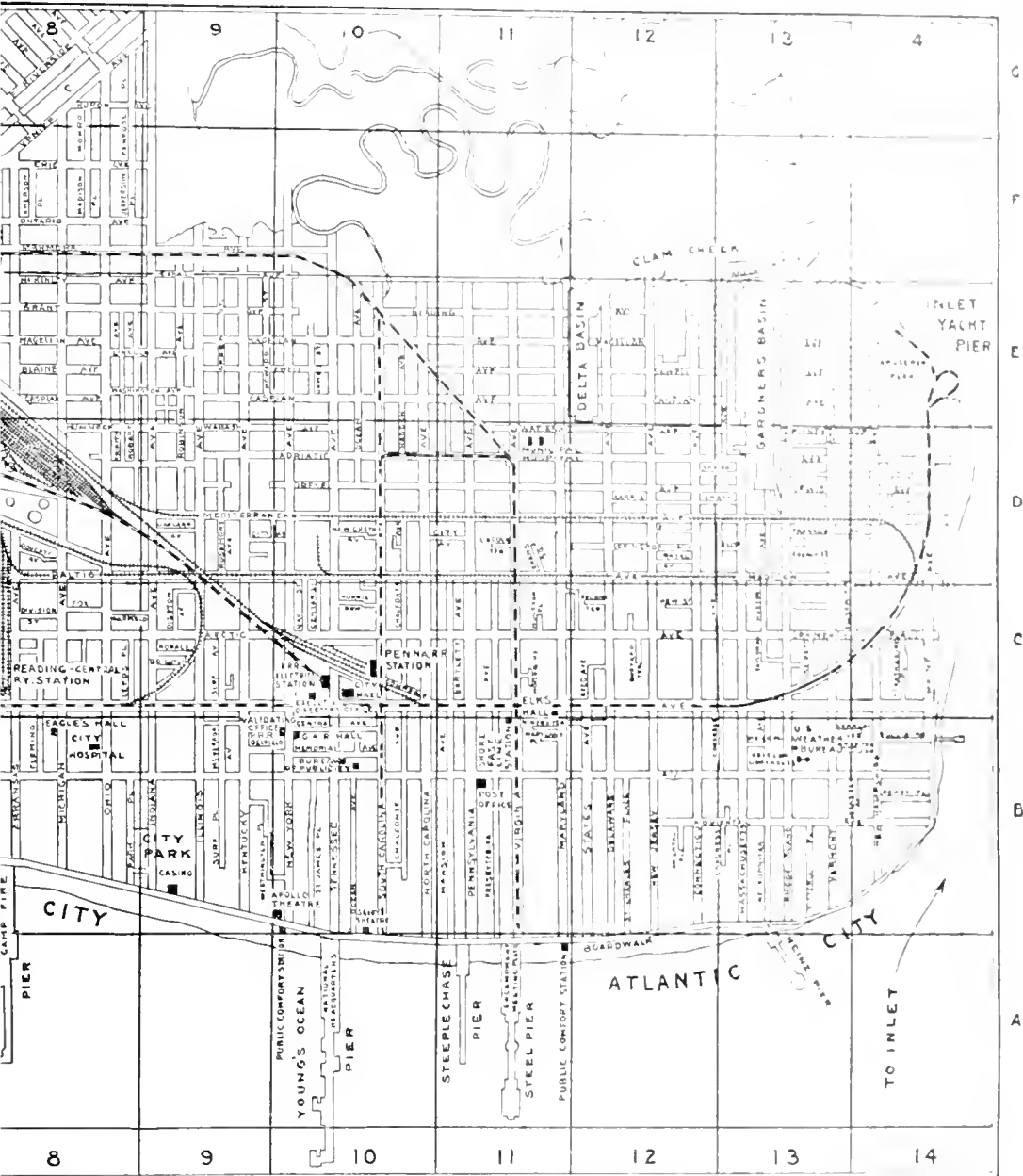
power boats, and for fishing and crabbing, while in a few minutes the larger yachts can find unlimited opportunity on the ocean. The Atlantic City and other yacht clubs are the headquarters throughout the year for many private craft owned by visitors and residents. At the Inlet Wharf a yachting fleet, staunchly built and ably manned, at all seasons accommodates the public either individually or in parties at a moderate price. The Absecon Lighthouse, the life-saving drills by the United States Coast Guards, and the manœuvres of the fishing and

oyster fleets are other interesting marine features.

The Automobile Course on the beach in South Atlantic City is famous for the records which have been made at low tides on its smooth, hard sand. Probably no other beach races have been so largely attended. New Jersey is famous for its good roads, none of which are more used by automobilists than those which lead from New York and Philadelphia to the splendid Boulevard across the meadows to Atlantic City.

The marvelous sand forts of the chil-

Atlantic City



dren bid defiance to the hopes of the advocates of universal peace, and their pennies have as yet failed to appease the insatiable appetites of the sand lions of the beach sculptors. The ponies, the wading in the edge of the ocean, the paddling in the shallow pools and the search for rare shells and the coy and reluctant clam—all these and many other diversions entertain the children when not engaged in a wild scamper before the pursuing line of foam. Atlantic City is at all times of the year a place for the children.

Atlantic City is the leading convention

city of the country. In addition to being near New York, Philadelphia, Baltimore and Washington, it has excellent train connections with all parts of the country. It has meeting places accessible to steam, electricity, gas and water, and has everything that goes with a large city, except great manufacturing establishments and important commercial interests. On the account it is a neutral point. No large or small city feels jealous of Atlantic City, which is each year becoming more widely known as the ideal meeting place of every important organization.

Hotels at Atlantic City

Location on Map,
pages 12, 13

NAME AND STREET ADDRESS

B 9	Acme, 123 South Kentucky Ave.....A
B11	Albemarle, Pacific and Virginia Aves....A
B10	Alberdeen, 104 South South Carolina Ave..AE
B10	Algonquin, 178 South South Carolina Ave..A
B11	Allenhurst, South Maryland Ave.....A
B10	American, New York Ave. and Beach.....E
B 7	Amity, 127 South Mississippi Ave.....A
B11	Anthony, 24 South Virginia Ave.....AE
B 8	Arlington, 116 South Michigan Ave.....AE
B 9	Arlington Cottage, 30 South Indiana Ave..A
B 8	Atglen, 25 South Michigan Ave.....A
B10	Austin, Pacific Ave. and St. James Place..A
B11	Avon Inn, 157 South Virginia Ave.....AE
B10	Beacon, 112 St. James Place.....AE
B10	Beaumont, 136 South Tennessee Ave.....AE
B10	Belleville, 122 South New York Ave.....A
B11	Berkshire Inn, South Virginia Ave.....AE
B 9	Biscayne, South Kentucky Ave.....A
B10	Bon Air, 154-156 Ocean Ave.....A
B 9	Buscobel, South Kentucky Ave.....A
B11	Butwell, South Virginia Ave.....A
B10	Brevort, 18 South South Carolina Ave..A
B 9	Bretton Hall, South Kentucky Ave.....AE
B 9	Brighton, Indiana Ave. and Boardwalk..AE
B 8	Brooklyn, 130 South Arkansas Ave.....A
B11	Calvert, South Virginia Ave.....A
B 7	Camden Cottage, 2439 Boardwalk.....A
B13	Carlsbad, Connecticut and Atlantic Aves..AE
B10	Carnix, 145 South Tennessee Ave.....A
B12	Cecil, St. Charles Place and Pacific Ave..A
B10	Chalfonte, North Carolina and Boardwalk..A
B 8	Channell-Osborne, Arkansas & Pacific Aves..AE
B 9	Charles, Mt. Vernon Ave.....A
B 5	Chelsea, Morris Ave. and Beach.....A
B 8	Cheltenham-Revere, Park Place.....A
B 9	Chetwoode, 1715 Pacific Ave.....AE
B10	Chrisman, 18 South Tennessee Ave.....E
B11	Clarendon, South Virginia Ave.....A
B11	Clyde, 1007 Pacific Ave.....A
B 8	Colwyn, 21 South Michigan Ave.....AE
B10	Continental, South Tennessee Ave.....AE
B11	Cornell, South Maryland Ave.....A
B11	Craig Hall, South Pennsylvania Ave.....A
B11	Cunningham, 31 South Arkansas Ave..E
B10	De La Mar, St. James Place.....A
B10	Delancy, 23 South South Carolina Ave..A
B10	Delaware City, South Tennessee Ave.....A
B 8	Dennis, Michigan Ave. and Beach.....A
B 9	De Ville, South Kentucky Ave.....A
B10	Devonshire, St. James Place.....A
B10	Drexel, 136 South New York Ave.....AE
B10	Dupont, 174 South South Carolina Ave..A
B11	Eden Hall, South Pennsylvania Ave.....A
B 8	Edison, Michigan and Pacific Aves.....AE
B10	Elberon, Pacific and Tennessee Aves.....AE
B10	El dorado, 180 South South Carolina Ave..A
B11	Elenor, 107 South Virginia Ave.....A
B11	Emerson, 34 South North Carolina Ave..A
B 8	Emmett, 115 South Arkansas Ave.....A
B 8	Erskine, 30 South Michigan Ave.....A
B 6	Esler Cottage, 2901 Atlantic Ave.....A
B10	Field, South South Carolina Ave.....E
B10	Flanders, 131 St. James Place.....A
B 8	Fleming's Hotel Portesque, 124 S. Missouri..A
B13	Florida, Pacific and Massachusetts Aves..AE
B 8	Francis, 18-20 South Michigan Ave.....A
B10	Frederia, 158 South Tennessee Ave.....AE
B 9	Frontenac, South Kentucky Ave.....A
B10	Gaston, 160 South Tennessee Ave.....E
B 5	Gladstone.....A
B10	Haddon Hall, North Carolina Ave. & Beach..A
B11	Haley Hall, 150 South Maryland Ave.....A
B10	Hall's Cottage, 1311 Pacific Ave.....AE
B 8	Hamilton House, 129 South Arkansas Ave..A
B11	Hampden Terrace, Pennsylvania & Pacific..AE
B 9	Haverhill, 17 South Illinois Ave.....A
B11	Holmshurst, South Pennsylvania Ave.....A
B10	Howard House, 146 South Tennessee Ave..AE
B10	Hygeia, New York and Pacific Aves.....AE
B10	Idylwyld, 118 South Tennessee Ave.....A
E14	Inlet Hotel.....AE
C11	Innell, 1 Haddon Ave.....AE
B10	Iroquois, South South Carolina Ave.....AE
B11	Islesworth, South Virginia Ave.....AE
B11	Jackson, Virginia Ave. and Beach.....AE
C 8	Jennings' Villa, 5 North Arkansas Ave..A
B 9	Kentucky, South Kentucky Ave.....A
B10	Kerner, 108 South South Carolina Ave..AE
B11	Lamhorn, South Maryland Ave.....A
B13	Landon, 208 South Massachusetts Ave..A
B10	Lansdale, 37 South North Carolina Ave..AE
B10	La Plaza, St. James Place.....AE
B 8	Larchmont, 118 South Missouri Ave.....A
B10	Laura, 121 South South Carolina Ave..AE
B 8	Lexington, Pacific and Arkansas Aves..AE
B 7	Liberty, 122 South Georgia Ave.....A
B 7	Lincoln House, 22 South Mississippi Ave..A
B 9	Linden Inn, 37 South Kentucky Ave.....A
B10	Lockhart, Ocean Ave.....AE
B12	Loraina, St. Charles Place.....A

Location on Map,
pages 12, 13

NAME AND STREET ADDRESS

B 8	Lyric, 10 South New York Ave.....AE
B11	Manor, 124 South Virginia Ave.....AE
B 8	Marlborough-Elmhurst, Park Pl. & Board..A
B 8	Maybell, 2015 Pacific Ave.....A
B 9	McGinley, 1606 Pacific Ave.....A
B 8	Melrose, 121 South Arkansas Ave.....A
B11	Melrose Hall, South Pennsylvania Ave..A
B10	Moyerdale, South South Carolina Ave..E
B10	Mine Hill, 143 Ocean Ave.....AE
B 7	Mississippi House, 130 S. Mississippi Ave..A
B 9	Monticello, South Kentucky Ave.....A
B10	Mullica, 176 South South Carolina Ave..A
B10	Muncaster, 131 St. James Place.....A
B12	Myrtlewood, 217 South Connecticut Ave..A
B10	Netherland, South New York Ave.....A
B10	Newark, 110 South South Carolina Ave..E
B13	New Avalon, 210 South Massachusetts Ave..A
B 9	New Berkely, South Kentucky Ave.....AE
B 8	New Brady House, South Arkansas Ave..AE
B11	New Cambos, 28 South Virginia Ave.....A
B11	New Chatham, South Pennsylvania Ave..A
B 9	New Clarion, 151 South Kentucky Ave..A
B 9	New Dunlop, Pacific & Mt. Vernon Aves..AE
B10	New England, South South Carolina Ave..AE
B10	New Ethlyn, St. James Place and Beach..A
B 8	Newfield, 119 South Arkansas Ave.....AE
B10	New Holland, South New York Ave.....A
B 7	New Liberty, South Florida Ave.....A
B10	New Princess, South South Carolina Ave..A
B12	New Roman, St. Charles Pl. and Beach..A
B 9	New Strath Haven, 110 S. Kentucky Ave..A
B 7	Newton, 34 South Florida Ave.....A
B10	Wilson, South Tennessee Ave.....AE
B11	Wiltshire, South Virginia Ave.....A
B 9	Normandie, 120 South Kentucky Ave.....A
B 8	Norwood, Arkansas and Pacific Aves.....AE
B19	Ocean Hall, 111 Ocean Ave.....AE
B10	Ocean Villa, 105 S. South Carolina Ave..AE
B 9	Old Homestead, 27 South Kentucky Ave..A
B 8	Oriole, 2120 Pacific Ave.....AE
B 8	Oxford, 2119 Pacific Ave.....AE
B10	Pembroke, 29 South North Carolina Ave..AE
B 8	Pennhurst, South Michigan Ave.....A
C10	Pennsylvania, 31 N. South Carolina Ave..E
B13	Phillips House, Mass. and Oriental Aves..A
B12	Phillipreport, South New Jersey Ave.....A
B11	Ponce De Leon, South Virginia Ave.....AE
B10	Radnor, 112 South South Carolina Ave..AE
B12	Raleigh, St. Charles Place.....A
B 8	Ramsey, Missouri and Pacific Aves.....AE
B11	Raymond, South Virginia Ave.....A
B 8	Rogent, 123 South Missouri Ave.....A
D13	Rogina, 523 North Rhode Island Ave.....AE
B10	Renovo, 136 Ocean Ave.....A
B 9	Risley's Hotel, 1515 Boardwalk.....E
B 9	Richmond, Kentucky Ave. and Beach....A
B 9	Rita Cottage, 34 Mt. Vernon Ave.....A
B10	Roanoke, 17 South New York Ave.....A
B10	Rossmore, South Tennessee Ave.....AE
B10	Roxborough, South South Carolina Ave..A
B14	Royal Palace, Pacific Ave. and Beach....A
B12	Rudolf, New Jersey Ave. and Beach.....AE
B12	St. Charles, St. Charles Place and Beach..A
B11	St. Clare, South Pennsylvania Ave.....A
B10	St. Elmo, 120 South Tennessee Ave.....AE
B10	St. James, St. James Place and Beach....A
B10	Saxony, 120 St. James Place.....A
B11	Schaffer, 120 South Maryland Ave.....AE
B10	Schultz, Ocean Ave. and Boardwalk.....E
B10	Sea Crest, St. James Place.....AE
B11	Seaside, Pennsylvania Ave. and Beach..A
B 8	Shelburne, Michigan Ave. and Beach....AE
B10	Sheldon, 141 Ocean Ave.....A
B11	Shoreham, 14 South Virginia Ave.....A
B 9	Silverton, South Kentucky Ave.....A
B 7	Sindoni, 109 South Mississippi Ave.....AE
B 7	Somerset, 126 South Mississippi Ave.....A
B11	Sothern, South Virginia Ave.....E
B10	Stanley, South South Carolina Ave.....A
B11	Stanton, 112 South Pennsylvania Ave..A
B11	Stenton, 26 South Pennsylvania Ave.....AE
B 9	Stickney, South Kentucky Ave.....AE
B 9	Sunnyside, 9 South Illinois Ave.....AE
B10	Ten Eyck, 133 St. James Place.....A
B 9	Traymore, Illinois Ave. and Beach.....A
B12	Troxell Hall, 14 South Connecticut Ave..A
B10	Vendic, 170 Ocean Ave.....A
B11	Victoria, 117 South Virginia Ave.....A
E11	Villa Nova, 139 Ocean Ave.....AE
B10	Waldorf, South New York Ave.....A
B10	Watkins, 129 South South Carolina Ave..A
B12	Welner's, South New Jersey Ave.....A
B 9	Westminster, South Kentucky Ave.....AE
B13	Westmont, Rhode Island & Oriental Aves..A
B11	Whittier, South Virginia Ave.....AE
C11	Willowbrook, 1009 Atlantic Ave.....AE
B 9	Windsor, Illinois Ave. and Beach.....AE
B10	Wittig Cottage, 1421 Pacific Ave.....E
B10	Young's, Tennessee Ave. and Beach....E

Atlantic City

By ESTHER JACKSON WIRGMAN

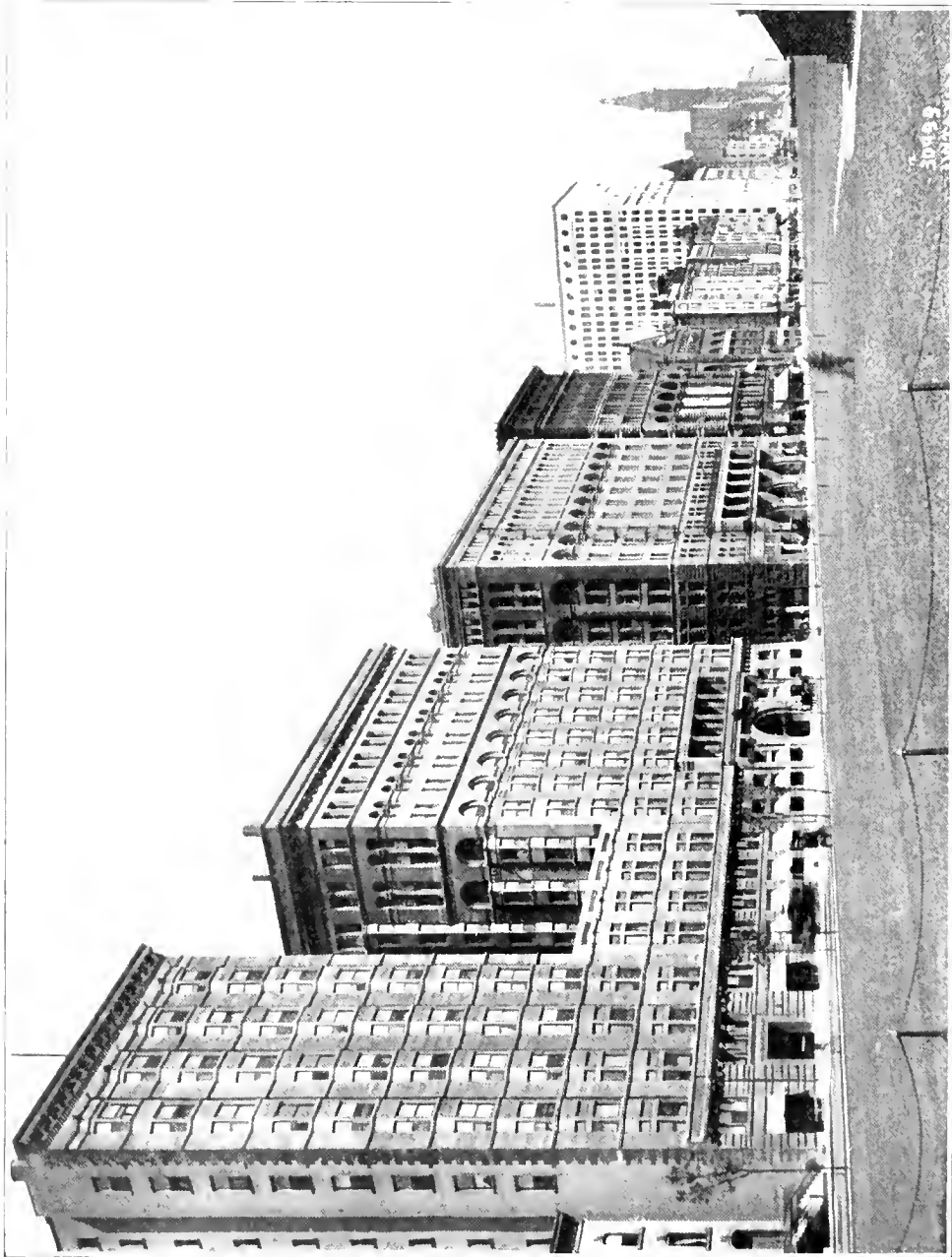
Oh gay, glad, brilliant, fairy place!
Whose sandy shores the world doth pace;
While every color, clime and race
The ocean's arms, in glee, embrace.

The mourner in her sad array,
The laughing child in colors gay,
The worker clad in sober gray,
The player happy in his play.

The invalid in rolling chair—
The white-robed nurse with watchful care,
The beauty in sweet lavender,
The priest, in black, with thoughtful air.

The ever-changing human tide
That moves, the restless sea beside,
One vast kaleidoscope, doth glide,
In glittering, sparkling pictures wide.

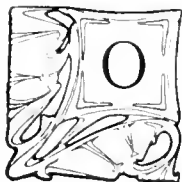
There's tonic in the salt sea air
And in the thought, free from all care,
Life, changeful, transient, sad or fair,
Shall pass, as ships, to elsewhere.



THE LAKE FRONT, CHICAGO

The Triennial Conclave, Knights Templar

Chicago, August 8th to 13th



ONCE every three years the Knights Templar hold a grand conclave amid splendor and gay trappings. The "Year of the Comet" brings them to Chicago. But by the time the Knights reach the great inland city, the comet will have gone to parts unknown.

Chicago, with its population of 1,698,575, the second in size of the commercial cities of the new world, is only sixty years old. True, old "Fort Dearborn" is much older than that, but in these days of commercial supremacy historical traditions do not amount to much and the importance of any city is based upon how it delivers the goods.

Chicago commenced competition when it established its first wholesale house in 1844. The commodity was hardware, because of the demand for this particular article on the great prairies of the Middle West. The next year there was established a wholesale dry goods house, and the population at that time was 12,000. In 1847 another wholesale dry goods house was established and the town had increased in population to nearly 17,000; and in the same year the great McCormick Reaper Works were established and located in Chicago, necessarily, to supply the means for development of the great western granaries.

There was no such thing as the telegraph at that time and orders for goods came overland; and it was five years after the first message was sent from Baltimore to Washington over the Baltimore & Ohio Railroad by S. F. B. Morse, in 1843, before Chicago had its first telegraph line—to its sister city, Milwaukee. In that year, 1848, the telegraph lines began to spread rapidly, and Chicago also had the commencement of its first railroad, also its canal, and before the close of the year its first railroad locomotive. The population had then increased to 28,000. As early as 1854

Chicago had attained first place among the leading grain exporting ports in the world, and its population had increased to 65,000. Five years later the realization had dawned upon them that they were destined to become a metropolis, and the figures in population and the earnings in dollars multiplied so rapidly as to cause comment throughout the world.

Up to 1861, Cincinnati had been considered the greatest meat-packing center, but in this year Chicago outclassed it and has held that distinction ever since. Notwithstanding the four years of the Civil War, Chicago's business forged ahead and the city grew with amazing prosperity until 1871, when it was visited by the destructive fire which consumed nearly every wholesale house in the city. The fire apparently only added to the zeal of the merchants, and like most fires in large cities, was a financial blessing. The total loss was estimated at about \$200,000,000, and it has been stated that the insurance amounted to less than twenty cents on the dollar.

The city of Chicago of to-day therefore really dates its physical existence from the fire. In 1873 the wholesale and manufacturing business, amounting to \$516,000,000, had increased \$79,000,000 over that of 1871, notwithstanding the fire handicap. Ten years later the wholesales and manufactures increased to \$834,000,000, and ten years later, that is in 1891, had passed the billion mark, and in 1904, which has exceeded all previous years in volume of wholesale trade and manufactures, had increased to \$3,095,000,000.

A visit to Chicago to-day shows a concentration of the wholesale houses in the most central district of the city. Within one-half mile square, fully 50 per cent of all the wholesale houses in the city are congregated. Chicago is the greatest clothing market and greatest furniture market in the United States. It is second to Pittsburgh in the steel

sale iron and steel trade and leads in men's furnishings.

One thing that every school boy knows about Chicago, is its beef-packing industry. Every city of any consequence in the United States, and most cities in foreign countries, have branch offices of at least one of the great slaughtering and packing firms of Chicago. The transactions in this line alone last year amounted to \$690,000,000.

A glance at Chicago's transportation facilities is consequential. Its twenty-four trunk lines, reaching to every portion of the United States in addition to its magnificent facilities on the Great Lakes give it unlimited opportunities for exploitation. The city is honey-combed by an underground railway, for freight purposes, which is one of the most remarkable things in the world. This railway was built and in operation before even a small proportion of its population knew what was going on.

The city not being hemmed in with hills, but entirely flat, was afforded an opportunity to spread out and now covers an area of 191 square miles; the distances are therefore great from the north to the south, but facilities for rapid transit are amply provided for by the railroads, elevated lines and electric surface lines.

It will be remembered that in matters of architecture, Chicago took the first step in going beyond conventional lines in the building of sky-scrapers, and while it is now outclassed in this particular feature by New York City,

it has a number of these remarkable buildings. Chicago presented to the world the first modern steel buildings, and its architects and builders are still looked to as the expert builders of modern times.

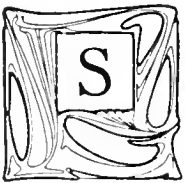
But Chicago is not all business; it seeks pleasure as earnestly as any other big city. When the people get together and propose to do a certain thing they have always retained their reputation of "making good." For instance, take the World's Fair in 1893, which was unquestionably the greatest exhibition of its kind ever held—the beautiful White City remains a dream to all who saw it. The exquisite homes are not confined to one grand boulevard. They spread out far to the north and far to the south and hundreds of miles of perfectly level roadway criss-cross the beautiful residence sections. Everything is on a large scale, and if a resident of the "Windy City" is sometimes given over to a little boasting now and then, it is not a bad thing, for the wish is more than often the father to the thought; and the result is something done.

The Baltimore & Ohio Railroad made its entry into Chicago on November 1, 1874, giving the city another important trunk line outlet to the seaboard cities, and has been an important factor in the wonderful development of this great commercial center.

Its passenger trains arrive and depart from the Grand Central Passenger Station, located at Harrison Street and Fifth Avenue.

National Educational Association at Boston

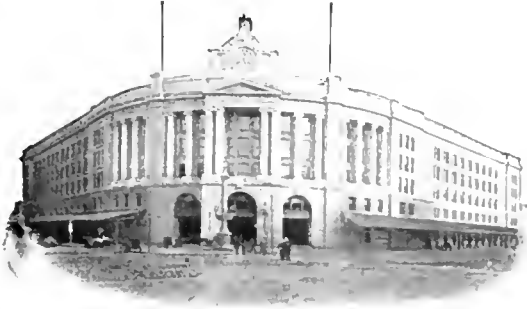
July 2 to 8, 1910



S EVEN years ago the National Educational Association held its annual convention in Boston. No other city perhaps is more appropriate. It is a city of erudition and surrounded by colleges and universities in all directions. Besides Boston has much in itself to in-

terest the visitor. It has a place among American cities distinctively its own and its inheritance from honorable ancestors gives it something to be proud of.

To fully appreciate Boston one must foot it through the older portions of the city, where ancient landmarks are observable in all directions. The Old South Church, standing on the corner of Washington and Mill streets, which was



SOUTH TERMINAL STATION, BOSTON

erected in 1730, is most picturesque. In 1775 the British dragoons, who cared little for the sacredness of its walls, removed the pews and used the building as a riding school. The church is now used as a museum and contains a rare collection of relics pertaining to the early history of New England. Almost opposite on Milk street is the site of the birthplace of Benjamin Franklin; while on the opposite corner of Washington street is the "Old Corner Book Store," used as such since 1712, and which presents a splendid specimen of the dwelling house of that time.

King's Chapel at the head of School street was built in 1749 and is still used for religious services. The adjoining burial ground was the first place for interments in Boston. The remains of Governors John Winthrop (1649), John Endicott (1665), Wm. Shirley (1671), John Winslow (1674), and his wife, Mary Chilton (1679), a passenger on the "Mayflower," are interred here.

The Old State House, located on Washington street at the head of State street—formerly called King street—was built in 1713 and is one of the most interesting buildings in the city. It was here that Adams, Otis, Quincy, Hancock and other patriots made their first opposition to royal authority. In 1770 the so-called Boston Massacre took place immediately in front of the building. From the balcony Washington reviewed the entry of the Revolutionary army after the siege of Boston. The building is now in charge of the Bostonian Society, who have stored it with rare relics of Boston of the Colonial period.

Faneuil Hall, the "Cradle of Liberty," was built in 1742 by Peter Faneuil and

presented to Boston for a market and town hall. Its walls have resounded with the stirring words of such illustrious orators as Otis, Webster, Sumner, Everett, Phillips and others, and it has been the scene of many receptions and banquets to Washington.

Christ Church, on Salem street, was erected in 1723, and is the oldest church building in Boston. From its tower were hung the lanterns to warn Paul Revere and the patriots that the British troops were to march on Lexington and Concord.

Bunker Hill Monument is in Charlestown. It is a granite obelisk 221 feet high, commemorating the Battle of Bunker Hill, fought June 17, 1775.

Of the modern points of interest in Boston may be mentioned the Charlestown Navy Yard, which is but a few minutes' walk from the monument. It is here that many of our famous warships are dry-docked for repairs.

The Suffolk County Court House, which was erected at a cost of nearly four million dollars, is but a short distance from the subway station at Scollay Square. Near it are the State House and park. The cornerstone of the State House was laid in 1795 by Paul Revere, but the building was repaired and extended to four times its original size in 1805 at a cost of four million dollars.

Copley Square is the center of the fashionable residential section of Boston. It is surrounded by some of the most beautiful specimens of architecture, among which are the Museum of Art, containing one of the finest collections of works of art in the world; the Public Library, erected in 1888 at a cost of over two and a half million dollars. The beautiful halls contain, besides the large number of books, many rare works



FANEUIL, BOSTON

of art. Trinity Church, the finest ecclesiastical building in New England, and the new Old South Church, with its great bell tower 240 feet high, are also in this fashionable neighborhood.

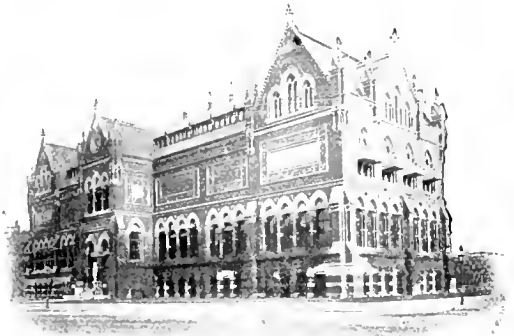
The Public Garden is but a short distance from Copley Square. It is a beautiful park of twenty-three acres and contains a splendid equestrian statue of Washington.

The Boston Common, lying north of the Public Garden, containing about forty-eight acres of land, is closely associated with the history of Boston since the first settlement of the town. It contains the Army and Navy Monument.

Cambridge, which is about a half hour's ride on the electric car from the center of the city, is known as the University City, containing the well-known colleges of Cambridge and Harvard. Among the older buildings comprising Harvard College are Massachusetts Hall, built in 1720; Hollis Hall, 1763, and Holden Chapel, 1744. Wadsworth House was used 123 years as the home of the presidents of Harvard, and was at one time Washington's headquarters. Memorial Hall was built in 1874 to commemorate the ninety-five Harvard men who fell in the Civil War. The entire property of Harvard University represents more than \$12,500,000. Near the college is Cambridge Common, with a soldiers' monument and several cannon captured from the British, and Washington Elm, under which General Washington took command of the Continental army in July, 1775. Not far from the elm is the house once occupied by General and Lady Washington, also the house occupied by Poet Longfellow.

A review of Boston is hardly complete without including the numerous historic towns which surround it.

At Salem, the Roger Williams House (1635), sometimes called the "Witch House," is still standing, as are a number of fine old Colonial houses of the seventeenth century. At Plymouth, the famous Plymouth Rock, the original stone on which the Pilgrims from the



MUSEUM OF ARTS, BOSTON

"Mayflower" landed, is covered by a granite canopy. Other historical features are the Courthouse, containing valuable records of the Colony, and Pilgrim Hall, a museum of interesting relics.

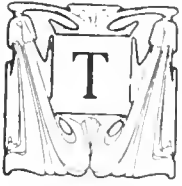
Lexington and Concord claim their portion of attention. Electric cars from Boston traverse the route followed by the Colonial troops on the morning of April 19, 1775. Every part of Lexington is of historic interest. The Soldiers' Monument, on the Common, was erected in 1799. Near it is a large boulder, marking the line of the Minutemen. Many of the houses which were in the town at the time of the battle are still standing. Among them are the Munroe Tavern, headquarters of Earl Percy; the old Clark House, where Adams and Hancock were awakened by Paul Revere on that memorable spring morning; Buckman Tavern, the rallying place of the Minutemen the night before the battle, and which bears the marks of British bullets. Just beyond Lexington is Concord. The old North Bridge was the scene of the Concord fight. On one side are the graves of the slain British, on the other a large statue of the Minutemen with the familiar inscription:

"By the rude bridge that arched the flood,

Their flag to April's breeze unfurled,
Here once the embattled farmers stood,
And fired the shot heard 'round the world."

Pacific Coast Conventions

Summer, 1910



THE Summer season of 1910 presents opportunities in the months of July, August, September and October to reach the important cities of the Pacific Coast at reduced rates. The occasions afforded are the American Institute of Homoeopathy, July 11 to 16, and the American Bankers' Association on October 3 to 7, at Los Angeles; the Ancient Order of Hibernians in America on July 10 to 24 at Portland, Ore.; the American Osteopathic Association, September 1 to 6; American Veterinary Medical Association, September 5 to 9; Delta Upsilon Fraternity, September 7 to 9; Concatenated Order of Hoo Hoo, September 9, at San Francisco; the Danish Brotherhood of America, October 3, at Fresno, Cal. Besides, the Methodist Church General Conference will be held on August 14, at Victoria, B. C.

The journey to California requires only four days from the Atlantic seaboard and three days from Chicago or St. Louis. The journey in some respects is cheaper than an ocean voyage, and, while much quicker, it rivals in interest a tour through Switzerland.

There are many routes to the Pacific Coast, all of which offer the most luxurious train service, each line rivaling the other in points of interest and scenery. In fact, there is so much to see, that the western tourist invariably journeys out one way and returns another.

California, the Land of the Sun, has sunshine, practically all the year, along the Pacific Ocean of 800 miles, and the warm breezes from the ocean make the average temperature, Summer and Winter, about 60 degrees, and the temperature at Los Angeles about 70 degrees. Generally speaking, the terms Winter and Summer have no application in California, but instead, the year is more properly divided into the rainy season and the dry season, the rainy season extending from the first of November to the first of April, and the dry season the balance of the year.

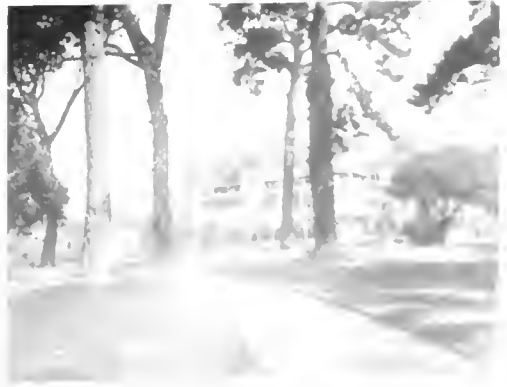
The climatic conditions make of California a most desirable residential country; notwithstanding this, the business interests of the Pacific Coast are marvelous indeed.

San Francisco is the railroad and commercial metropolis of California, from which all points in the state can be readily reached. As the gateway to the Orient, it holds a distinctive position on account of the relations now existing between the United States, Havana and the Philippine Islands. But little more than four years ago this great city was completely wiped out of existence by the earthquake and conflagration which swept over twenty eight square miles of its business and residence portions. In these four years the city has practically been rebuilt, and the population given it for 1910 amounts to 480,000.

San Francisco is a city of culture; her



PHOENIX PALMS, LOS ANGELES, CAL. — SO. PACIFIC



REDWOODS, REDWOOD CITY, CAL. — PACIFIC COAST



SANTA BARBARA, CAL.—SOUTHERN PACIFIC



SAN GABRIEL MISSION, CAL.—SOUTHERN PACIFIC

people are hospitable and her public institutions are models of their kind.

Within a radius of one hundred miles of San Francisco are numerous places of interest, many of them only an hour or two from the city. Of the most important short trips of great interest are those to the University of California at Berkeley, across the bay; the journey up Mount Tamalpais; Palo Alto, San Jose, or up Mount Hamilton to the Lick Observatory. Monterey with its magnificent Hotel Del Monte is but a short distance away, and across the bay from it is the beautiful seaside city of Santa Cruz. The Sacramento Valley is one of the richest in the world, covering an area of 6,000 square miles, and its beautiful State capital of the same name is a city of 35,000 population.

Los Angeles, lying about 300 miles to the southeast of San Francisco, has a population of 200,000; it is a city of commanding views, of magnificent paved

boulevards overarched with trees and garlanded everywhere with flowers. It is the annual scene of the rose festival every April. Rare trees, including the palm, magnolia, pepper, eucalyptus, acacia, china berry, grevillea, catalpa, umbrella tree and the cypress, are set out in artistic avenues, lending extreme beauty to the highways.

Near Los Angeles are San Pedro, Santa Monica and Santa Barbara on the coast, with San Diego lying to the south.

Near to Los Angeles to the east are Pasadena, Mount Lowe, Pomona, San Bernardino and many smaller cities of note lying away from the coast, while the island of Santa Catalina and its little town of Avalon lie 26 miles from the coast.

In arranging the tourist fares to points on the Pacific Coast, the limits on return tickets invariably provide ample time for tourists to visit all points of interest in this wonderful section of the country.



HOTEL PASO ROBLES, HOT SPRINGS—SO. PACIFIC



TENT CITY, CORONADO BEACH, CAL.—SANTA FE



Stub Ends of Thought

By ARTHUR G. LEWIS.



THE dead letters of neglect are seldom returned.

THE latest idea is awaiting the development of effort.

EXPRESS your thoughts freely, but mature them first.

MORALITY is judged largely from a personal standpoint.

IT is the ambition at the back of effort that compels success.

THERE is no law in the code of love that cannot be evaded.

ONLY experience can solve the problem of self-repression.

RESIGNATION is the only possible philosophy of life after all.

EVERY rational woman should regard her husband as an axiom.

THE defective vision of willful ignorance is not easily adjusted.

THE power of proper discrimination is the best proof of ability.

SUCCESS is the natural birthright of earnest effort and perseverance.

EVERY woman is subject to her individual variations of character.

THE most pronounced opinions are those derived from experience.

LET us adopt no undecided attitude towards what we know to be right.

PERHAPS it is unwise to recount our own faults on the pedestal of another's virtue.

LITTLE insincerities, if willful, are but the infant condition of deliberate deception.

LET us pull up the curtain of tomorrow and anticipate the situation that presents itself.

THE common law of business principle is laid upon the foundation of consistent economy.

WE must kneel before some shrine; either the ideal of what we had hoped for or the memory of what we have lost.

A de luxe edition of Mr. Lewis' work in book form, 107 pages, bound in cloth, leather, and silk, is forwarded, postpaid, upon receipt of \$1.00, by THE BOHEMIAN SOCIETY, NORTON, VA.

IMPORTANT CHANGES IN FOLLOWING SCHEDULE WERE MADE EFFECTIVE MAY 29, 1910.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 29, 1910. EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 508 DAILY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM
Lv. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.46
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.52	8.19	11.50	3.50	6.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32
Ar. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 29, 1910. WESTWARD	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM
Lv. NEW YORK, 23D STREET	11.50		7.50	9.50	11.50	1.50	3.50	5.50	6.50
Lv. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23
Ar. BALTIMORE, CAMDEN STATION	5.50	10.55	12.25	2.47	4.20	6.13	8.13	10.55	11.27
Ar. WASHINGTON, NEW UNION STA.	7.50	11.45	1.15	3.50	5.20	7.00	9.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MAY 29, 1910. WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
								NOTE
Lv. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.15 PM	7.45 AM	11.23 PM	
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 AM	11.32 PM	
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.10 AM	1.22 PM	9.10 AM	12.30 AM	
Ar. DEER PARK HOTEL								Lv. 5.25 PM
Ar. PITTSBURG			6.45 AM		9.30 PM	6.25 PM	8.50 AM	
Ar. CLEVELAND			12.00 NN					
Ar. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		Lv. 5.15 PM
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						9.25 PM
Ar. CHICAGO		5.15 PM			9.10 AM			7.30 AM
Ar. CINCINNATI	8.05 AM			5.35 PM		1.45 AM		
Ar. INDIANAPOLIS	11.25 AM			12.10 AM		11.25 AM		
Ar. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM		
Ar. ST. LOUIS	5.50 PM			7.28 AM		1.40 PM		
Ar. CHATTANOOGA				6.15 AM		7.55 PM		
Ar. MEMPHIS	11.25 PM			8.45 AM				
Ar. NEW ORLEANS	10.55 AM			8.15 PM				

Pullman Sleepers to all points. + Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 29, 1910. EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY
Lv. CHICAGO			5.45 PM	10.00 AM			8.30 PM
Lv. COLUMBUS				6.00 PM			
Lv. WHEELING (EASTERN TIME)		5.00 PM		11.25 PM			10.50 AM
Lv. CLEVELAND			7.30 PM		3.00 PM		
Lv. PITTSBURG			8.10 AM		10.00 PM		1.15 PM
Lv. ST. LOUIS	* 9.00 AM	1.45 AM				* 6.00 PM	
Lv. LOUISVILLE	2.10 PM	8.10 AM				2.30 AM	
Lv. INDIANAPOLIS	3.10 PM	* 4.55 AM				4.55 AM	
Lv. CINCINNATI	* 6.35 PM	12.15 PM				8.00 AM	
Lv. NEW ORLEANS		9.15 AM				7.10 PM	
Lv. MEMPHIS		8.35 PM				6.35 AM	
Lv. CHATTANOOGA	5.05 AM	9.45 PM					
Lv. DEER PARK HOTEL							
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	10.45 AM	6.40 AM	2.37 AM	10.25 PM
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	11.45 AM	7.50 AM	3.42 AM	11.30 PM
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	11.54 AM	8.00 AM	3.51 AM	1.25 AM
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	2.02 PM	10.15 AM	6.00 AM	3.50 AM
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	4.15 PM	12.35 PM	8.32 AM	6.35 AM
Ar. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	4.25 PM	12.45 PM	8.43 AM	7.00 AM

NOTE—On Sundays only train No. 4 leaves St. Louis 1.00 a. m.
Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512.** Drawing Room Sleeping Car from St. Louis and Pittsburgh to New York. Drawing Room Sleeping Car New York to Pittsburgh. Dining Car, table d'hôte, Philadelphia to New York.
- No. 504.** Pullman Parlor Car Washington to New York. Dining Car, table d'hôte, Washington to Philadelphia.
- No. 526.** **Five Hour Train.** Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Washington to Philadelphia to New York.
- No. 522.** Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Washington to New York.
- No. 508.** Drawing Room Parlor Cars Washington to New York. Dining Car, table d'hôte, Washington to New York.
- No. 502.** Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Washington to Philadelphia.
- No. 524.** **"Royal Limited," Five Hour Train.** Exclusive Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare for third regular Pullman charge.
- No. 506.** Observation Parlor Car Pittsburgh to New York. Dining Car, table d'hôte, Baltimore to Philadelphia.
- No. 514.** Separate Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 555.** Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington, and Cincinnati.
- No. 517.** Drawing Room Parlor Car Philadelphia to Washington.
- No. 505.** Observation Parlor Car New York to Pittsburgh. Dining Car, table d'hôte, New York to Philadelphia.
- No. 501.** Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, table d'hôte, New York to Philadelphia to Washington.
- No. 507.** Drawing Room Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Philadelphia.
- No. 527.** **Five Hour Train.** Pullman Brother Buffet and Smoking Room Parlor Car New York to Washington.
- No. 509.** **"Royal Limited," Five Hour Train.** Exclusive Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare for third regular Pullman charge.
- No. 503.** Drawing Room Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Washington.
- No. 511.** Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburgh, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1.** **Cincinnati-St. Louis Limited.** Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
- No. 7.** **Chicago Express.** Drawing Room Sleeping Car New York to Chicago via Grafton and Beattie. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9.** **Pittsburg Night Express.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3.** **St. Louis Express.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
- No. 11.** **"Pittsburg Limited."** Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Dining Car Conneville to Pittsburg.
- No. 5.** **"Chicago Limited."** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.
- No. 55-15.** **The Daylight Train.** Drawing Room Sleeping Car New York to Cincinnati. Pullman Drawing Room Sleeping Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Parkersburg to Cincinnati. Grill Car Cincinnati to St. Louis.
- No. 15.** Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

- No. 2.** **St. Louis-New York Limited.** Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to New York. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
- No. 4.** **Cincinnati-New York Limited.** Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Dining Car Washington to New York. Dining Cars serve all meals.
- No. 6.** **Chicago-New York Limited.** Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to New York. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8.** **Chicago-New York Express.** Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Dining Cars serve all meals.
- No. 10.** **Night Express.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
- No. 12.** **"Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Cincinnati and Philadelphia to New York.
- No. 14.** Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Cleveland to Cleveland and Pullman Brother Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore.
- No. 14.** Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car New York to Wheeling. Parlor Car Wheeling to Cumberland. Pullman Brother Drawing Room, Smoking Room Parlor Car Cincinnati to Baltimore.

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 B. N. AUSTIN, General Passenger Agent,
 Baltimore & Ohio Lines West, Chicago, Ill.
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 Baltimore & Ohio R. R., Baltimore, Md.

GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

BALTIMORE & OHIO

Quick Dispatch Freight Service

"Q. D." No. 97 Westbound

	From New York	From Philadelphia	From Baltimore
	Pier 7, 5.45 pm; Pier 22, 6.00 pm)	East Side, 10.25 pm)	(Camden, 8.20 pm and 2.05 am)
To Chicago (due 5.00 am),	3d Morning	3d Morning	3d Morning
To Columbus (due 9.00 am),	2d Morning	2d Morning	2d Morning
To Cleveland (due 5.25 am),	2d Morning	2d Morning	2d Morning
To Wheeling (due 2.40 am),	2d Morning	2d Morning	2d Morning
To Pittsburg (due 3.00 am),	2d Morning	2d Morning	2d Morning
To Cincinnati (due 10.05 am),	2d Morning	2d Morning	2d Morning
To Louisville (due 5.15 am),	3d Morning	3d Morning	3d Morning
To St. Louis (due E. St. L. 6.40 am),	3d Morning	3d Morning	3d Morning
To Milwaukee	4th Morning	4th Morning	4th Morning
To Kansas City	4th Morning	4th Morning	4th Morning
To Toledo	3d Morning	3d Morning	3d Morning

"Q. D." No. 94 Eastbound

	To New York	To Philadelphia	To Baltimore
	(Due 6.30 am)	(Due 10.10 pm)	(Due 6.00 pm)
From Chicago (6.00 pm),	3d Morning	3d Morning	3d Morning
From Columbus (7.30 pm),	3d Morning	3d Morning	3d Morning
From Cleveland (6.40 pm),	3d Morning	3d Morning	3d Morning
From Wheeling (9.50 am),	2d Morning	2d Morning	2d Morning
From Pittsburg (8.00 pm),	2d Morning	2d Morning	2d Morning
From Cincinnati (8.50 pm),	2d Morning	2d Morning	2d Morning
From St. Louis (E. St. L. 3.00 pm),	3d Morning	3d Morning	3d Morning
From Louisville (7.45 pm),	3d Morning	3d Morning	3d Morning

CORRESPONDING FAST TIME BETWEEN OTHER POINTS EAST AND WEST

MERCHANDISE MOVED IN ONE NIGHT

In Both Directions

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Deer Park Hotel

AND COTTAGES

DEER PARK, MARYLAND

On the Crest of the Alleghanies



Delightful Summer Resort in the "Glades" of the Alleghanies

This famous hostelry on the high plateau of the Alleghany Mountains, known as the "Glades," will open June 25, 1910, after a complete renovation of the entire property.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea-level, out of reach of malaria and mosquitoes. The hotel buildings are located in a magnificent park of 500 acres of forest and lawn. Miles of perfectly kept roadways afford delightful motoring and driving.

The hotel is thoroughly modern as to improvements and equipment, with bowling alleys, billiard rooms, tennis courts, golf links, swimming-pools, livery, etc., and the excellent cuisine has always been a matter of most favorable comment. No mountain resort equals it for accessibility—only eleven hours' ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six hours from Washington; seven hours from Pittsburg; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

Deer Park guests can take through sleeping cars from any of these cities and alight at the hotel without change of cars. The dining car service is excellent. Very few summer resorts enjoy the privilege of through train and Pullman car service from all points such as Deer Park.

For rates in hotel, annexes or cottages, or illustrated booklets and floor plans, apply to

W. E. BURWELL, Manager

Deer Park, Maryland



Baltimore

Ohio R.R.

EAST AND WEST



CALENDAR - 1910



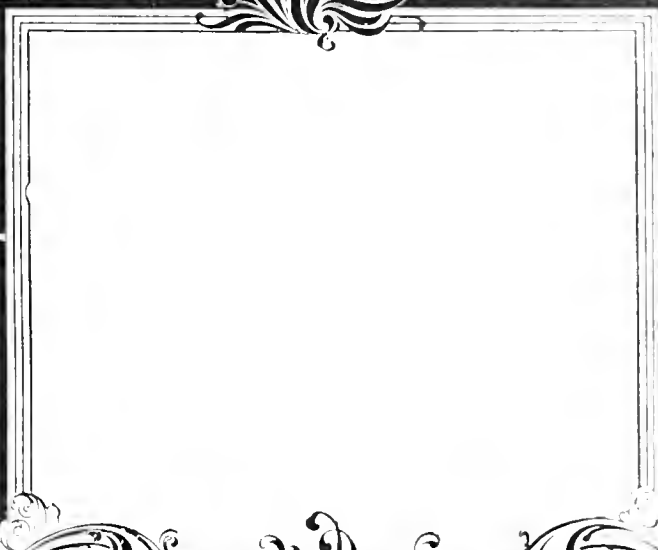
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C. S. WIGHT,
GENERAL TRAFFIC MANAGER,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO,
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ROYAL BLUE





Special Excursions and Conventions—1910

Atlantic City, Cape May, Sea Isle City, Ocean City, N. J., Ocean City, Md., and Rehoboth Beach, Del.—*East of the Ohio River*, Special Low-Rate Excursions June 23d, July 7th and 21st, August 4th and 18th and September 1st.

Atlantic City—G. A. R. National Encampment, September 19th to 24th.

Atlanta, Ga.—Odd Fellows (I. O. O. F.), Sovereign Grand Lodge and Patriarchs Militant, September 19th to 24th.

Chicago, Ill.—Knights Templar, Triennial Conclave, August 8th to 13th.

Detroit, Mich.—Grand Lodge, B. P. O. Elks, July 11th to 17th.

Milwaukee, Wis.—Supreme Lodge, Knights of Pythias, August 1st to 10th.

Saratoga Springs, N. Y.—Baptist Young People's Union of America, International Convention, July 7th to 10th.

Pacific Coast Conventions

Los Angeles, Cal.—American Institute of Homeopathy, July 11th to 16th.

American Bankers' Association, October 3d to 7th.

Portland, Ore.—Ancient Order of Hibernians in America, July 19th to 24th.

Pueblo, Col.—National Irrigation Congress, September 26th to 30th.

San Francisco, Cal.—American Osteopathic Association, August 1st to 6th.

American Veterinary Medical Association, September 5th to 9th.

Delta Upsilon Fraternity, September 7th to 9th.

Concatenated Order of Hoo Hoo, September 9th.

Victoria, B. C.—Methodist Church, General Conference, August 14th.

For full information as to rates, etc., apply at ticket offices, or write

TOURIST DEPARTMENT

Baltimore & Ohio Railroad Co.
BALTIMORE, Md.

TAFT WHIZZED 40 MILES IN 36 MINUTES; RECORD

Special Hits Up Such a Clip It Overtakes
and Is Delayed by the Limited, the
Fastest Train on the B. & O.

Washington, D. C., May 31.—President Taft hung up a new record at the White House today for railroad speed, made on his return trip from New York last night. Some of the more timid of the President's friends shook their heads doubtfully when they heard of the 70 miles an hour that the presidential special made for a large part of the journey.

The Baltimore and Ohio Railroad hauled the President faster than he has moved since he was inaugurated.

From Baltimore to Washington, 40 miles, the special made considerably

more than 60 miles an hour. It pulled out of the Baltimore station after a stop at 8:25 o'clock and after waiting to enter the Washington station, landed the President at just 9:01 o'clock, making the 40 miles in 36 minutes.

"We could beat that by three minutes more if they hadn't kept that limited right ahead of us all the way," remarked Charles Calanan, the engineer of the special, when the President thanked him for his railroad joy-ride.

The limited is the Baltimore and Ohio's best train. The presidential special left Jersey City 15 minutes after the limited.

As a matter of fact, the "Royal Limited" of the Baltimore & Ohio Railroad, referred to above, makes the run in each direction between New York, Philadelphia, Baltimore and Washington every day, three hundred and sixty-five times a year, at the same speed as that made by President Taft's special train on May 31st.

The splendid system of block signals, the excellent track and the new fast type of passenger locomotives, would have easily made it possible for him to go faster in perfect safety.

The "Every Hour on the Hour" express trains between Baltimore and Washington make the forty miles in 44, 45 and 50 minutes and some of these trains reach a 70-mile gait every day.

EDITOR

(From the Washington "Times," May 31, 1910.)

PRESIDENT ENJOYS RIDE AT SEVENTY-MILE CLIP

Special Train Travels From Baltimore in Thirty-six Minutes on Return Trip From New York—Friends Utter Words of Reproof.

President Taft received many congratulations, and some carefully worded reproofs, at the White House today for wrecking a few railroad speed records on his return trip from New York last night. Many of the President's friends shook their heads when they heard of the seventy miles an hour that the Presidential special made on a large part of the journey.

The Baltimore and Ohio railroad hauled the President faster than he has moved since he was inaugurated, when it brought him to Washington last night. From Baltimore to Washington, forty miles, the special made more than sixty miles an hour. It pulled out of the Baltimore station, after a stop at 25, and after waiting to enter the

Washington station, landed the President at just 9:00, making the forty miles in 36 minutes.

"We could a'beat that by three minutes more, if they hadn't kept that Royal Blue right ahead of us all the way," remarked Charlie Calanan, the engineer of the special, when the President thanked him for his railroad joy ride.

The Royal Blue Limited is the Baltimore and Ohio's best train, and the Presidential special, leaving Jersey City some fifteen minutes after the limited, was "on its tail," as Calanan phrased it, all the way. Time and again, the special was held up to let the limited get out of the block ahead.

Taft today, when a number of statesmen remonstrated with him for "taking chances," protested that he had "enjoyed the ride."

The "Royal Limited" is the best-appointed train between New York, Philadelphia, Baltimore and Washington. It is "all Pullman," with Cafe-Smoking Car, Drawing-room Parlor Cars, Observation-Parlor Cars and Dining Cars. No extra fare is charged on this train other than the regular Pullman fare. It is lighted by electricity throughout, with electric fans generously distributed, including the drawing-rooms.

It makes the run between New York and Washington, in each direction, in "Five Hours," and while it daily travels as fast as the President's special, the speed is not noticeable to the passengers.

EDITOR.

BOOK OF THE ROYAL BLUE

JULY, 1910

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PRICE, 5 CENTS

50 CENTS PER YEAR



MR. DANIEL WILLARD, PRESIDENT BALTIMORE & OHIO RAILROAD COMPANY

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY

BY THE

PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD

WILLIAM ELLIOTT LOWIS, EDITOR

VOL. XIII

BALTIMORE, JULY, 1910

No. 1

The Jersey Shore

By ROBERT ROWE SATTERTHWAITE, in the "Suburbanite"

Tho' I walk on garish Broadways, on Fifth Avenues and such,
They bore me most amazingly, they do not charm me much,
There's a cooler, cleaner country, where are beaches wide and free
Where there's bathing quite enchanting, where are summer girls of free.

Ship me somewhere on the Central, somewhere on the Jersey coast,
From the Highlands down to Barnegat, the shore that is our boast
For the summer land is calling and it's there that I would be,
On the white sands of New Jersey, looking out upon the sea.

Oh, the summer time is calling and the booming breakers roar
'Come you back, you city flatter, to the dear old Jersey shore'

(Apologies to Kipling.)



THE Jersey shore is a generic name which comprehends practically every variety of summer resort. The Jersey shore, or that part

of it included in the long eastern boundary of the State from the white lighthouse on Sandy Hook to the peninsula called Point Pleasant, presents the almost phenomenal aspect of a practically unbroken string of communities, not to be compared to anything of the sort elsewhere along the whole Atlantic seaboard.

Very different, indeed, from the rockbound New England coast is that marvelous stretch of long, level, white beaches which skirts the eastern edge

of the Garden State. Not for many and many a long mile will one find combined so alluring a seaside environment, with such charming and attractive summer cities, providing amusement and recreation and entertainment of every possible sort; great hotels which provide bounteously for the comfort and pleasure of their guests; beautiful cottage colonies, giving to these various towns that atmosphere of home comfort and home love which is the making of the American country community. And what is more to the point than anything else, this wonderland is within easy and comfortable and inexpensive access of the throngs of people only too anxious to shake the hot dust of the city from their feet for the summer months.

"Breakers pounding on the outer bar and the great ocean far beyond, blue and flecked with sails, a strip of yellow sand, turned brown at the edge of the water, and the surf tumbling at your feet," as the New York Sun describes it. "You dig your heels in the sand and if you are young enough you

set to work with a shovel and pail to make a well, which fills strangely with brackish water, one supposes, from the ocean itself. By and by, when you can't stand the sight of it any longer, up you go to somewhere after a bathing suit, so that you can have a tussle with the surf.

"This is the Jersey shore, or to call it what it is, The Shore. If somebody asks you this summer to go down to the shore for a week end you are supposed to know that you are not to go anywhere but to Jersey. Elsewhere it's called the Sound, or the Coast or Long Island. But Jersey is called The Shore.

"It is not alone the breakers and the sands that you can look at and play with on The Shore. There are miles of the best motor roads in the country, some quite extraordinary golf links, hotels where they have music to suit your taste and young men in white coats who bring you things on a tray.

"Something may happen like this: About two hours after you are done with the subway and the taxicabs you come to a place with a trim station set in a neat plaza. There are red Jersey roads leading away from it and young persons who pretend that they don't have to work for a living waiting for you. Your youngest sons? Perhaps. Maybe they are brothers of friends of yours, and the friends are waiting for you, too, wearing white and smiles. Friends surely. What else?

"Anyhow, they whisk you away in a cloud of blue smoke. By and by you have dinner with the family, which has to be gone through with and usually has its compensations in the way of good food. Family dinners in such places usually have. Father is used to it, and you thank heaven for father. He also supplies the family with automobiles. You are quite ready for dinner, for as likely as not you have done a few circus acts with the surf."

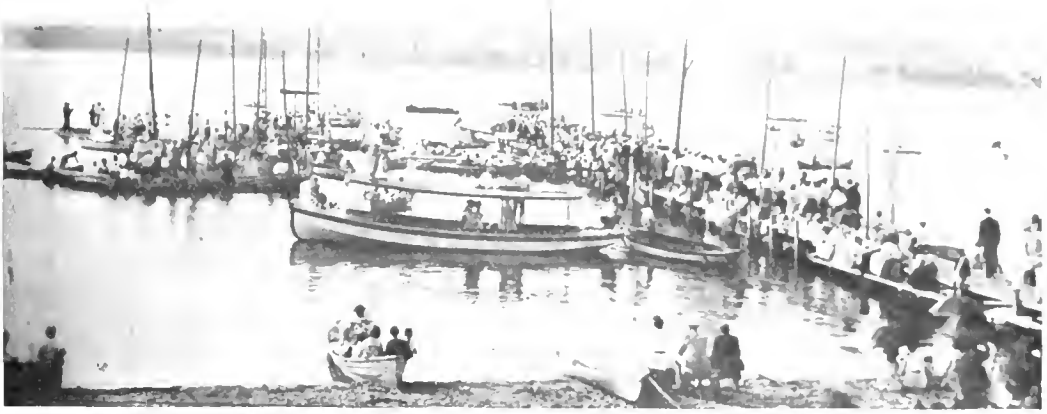
One may choose here at will the perfect summer resort. Perhaps it is life and excitement and a round of gaieties and pleasures that one seeks along with the wholesome out-of-door life of boating and bathing. For those

there are the big seaside resorts which with their magnificent boardwalks, their bands, their theatres, their great hotels, their ever-changing, ever-amazing population of lovely young girls, handsome women, good-looking men, provide an endless whirl of excitement. Perhaps one loves best the long, still stretches of white sand, and the big dunes, and the soothing song of the sea. For such there are quiet seaside places, beautiful and comfortable hotels and boarding houses five or ten minutes' walk from the quietest nook in the elbow of a lonely dune. Perhaps one is not quite happy unless one has along with the sea a suggestion of the green hills. Then there are those places within the shadow of the deep, still woods—primeval forests where the brown thrush, the scarlet tanager, the Maryland yellow throat come out to make you think you are far away from the sea, on some high mountain range.

It is all here—even the impenetrable pinelands which hold such a fascination for many people and which mingle the spicy odor of the pines with the salt scent of the sea—a curious blending of vital things, of living air, which, like some Aladdin's lamp, makes the impossible happen. One's spirits, so heavy, so leaden in the hot city, go soaring, light as air and lighter; old age flies away and becomes an unthinking thing, for here in the piney woods youth is eternal.

The North Jersey coast, that section of this amazing frontier between the everlasting sea and the little State of Nova Caesarea comprised between Atlantic Highlands and Point Pleasant, is the most accessible as it is the most delightful summer region in America—possibly in the world. In but a little more than an hour the time-pressed business man can get from the city to the Highlands by way of the Sandy Hook route steamers. These steamers, by the way, are the very last word in ship construction. They are truly as swift, or swifter, than the much-vaunted ocean greyhounds; they are large, steady, perfectly appointed in every way. The commuters who have used these steamers year after

THE JERSEY SHORE



REGATTA DAY AT POINT PLEASANT, N. J.

year are their best advertisers. They proclaim that the daily sail up and down the bay is a vacation in itself. One leaves the city at night, hot, tired, and more than likely out of sorts. In the hour's sail on the blue bay, with the ocean wind as an elixir, all this discomfort drops from the commuter. He is freshened, invigorated, rested infinitely. And it is quite as fine in the morning, on the way to town. One arrives in the city after the sail up the bay in a curiously contented frame of mind and body—buoyed up by the brisk wind, the clear sunshine, the cool waters.

For the men and women, too, who must consider accessibility and cost and convenience of transportation, the North Jersey coast offers the solution of the vexing vacation problem. Get out of the city they must—their tired bodies, their worn nerves, their "brain fog" all clamor for the rest, and the relaxation of the open places and the bracing air of the coast. There are places, too, adapted to every purse, from the modest farmhouse, with its \$6 or \$7 a week board, to the palatial hotels which charge as much for the day—or more, and all grades between.

One can choose, too, any one of a dozen different ways of spending their vacation. Boarding, or taking a cottage, or building a bungalow, or

just plain camping, all offer a thousand variations. Even a walking trip has attractions for those who like change and variety, the walk to begin, perhaps, at the Atlantic Highlands pier, and extend by short stages all the way to Point Pleasant. Another way to spend a vacation is to establish a headquarters at some central point—like Asbury Park, and make little journeys, north and south and westward, visiting one day the famous State camp at Sea Girt, another day the Deserted Village of Allaire, another day the lovely City in the Pines, Lakewood; another day the famous Highland Light, and still another, attractive Pleasure Bay; still another, take the train to Point Pleasant, and then the trolley to Bay Head, and take a sail on Barnegat Bay, and so on ad infinitum. There is actually no end to the little side trips which one can take from any of the resorts along the line of the New Jersey Central.

So whether as a counter to a real dyed-in-the-wool contrast, with no thought of leanness to intrude on your day's pleasure, you're looking for a summer hue, or the horse must appeal to you, as it is, attached to uncombed, thinning, scraggy coat after years of neglect, look at *Asbury, Country Club* by Susan Seabury.

Pleasant, or one of the others—all equally attractive.

Atlantic Highlands has this advantage over the other resorts—that it is the nearest to the city, and thus to a certain degree the easiest of access. It is the gateway, as it were, to the chain of sister communities, each of which vies with the other to lure the vacationist or the commuter. Set upon high wooded bluffs, Atlantic Highlands has an elevation greater than any point on the seaboard from Maine to Florida. The roadways wind and twist, ever upward, every turn opening a new vista of sea and bay, of sandy beaches and far-off sailing craft; of deep woods and rolling countryside.

It is indeed an infinite variety with which Atlantic Highlands tempts her guests. There are places where one can watch in the morning the great sun rise out of the blue sea, over the narrow spit of Sandy Hook, with the towers of Coney Island gleaming far off, and the green Narrows which hide the ugly city, and from practically the same point, at the end of the day, watch the red sun go down in the west, over the smiling countryside. There is a fine beach for still water bathing at Atlantic Highlands, just north of the Central's tracks, while the splendid surf bathing at Highland Beach, or Normandie, or Seabright is easily accessible on the Central's fast trains. Then, too, there is golf at Atlantic Highlands—a fine, long course, and this is naturally a big asset for the town. Sailing and boating are also unexcelled, wide Sandy Hook bay offering a splendid radius of action for the little fleet of canvas-carrying craft, of motor boats and yachts, and nearer shore the light canoes. What many people regard as Atlantic Highlands' chief claim to glory is the proximity of the woods—the deep forests which are now practically as they were when Henry Hudson's little Half Moon nosed her way inside the Hook. One must climb Breakneck Hill, crossing the beautiful Oonoukoi Bridge, and journey ever upward past fine residences located superbly on the very crest of the ridge, before one enters the woods. Here one is reminded of the

Berkshires, sans the water. There is another way of getting to this loveliest woodland, by following Bay View avenue to its very end. There is a slender little wood path, close to the edge of the cliff, from which may be obtained magnificent views, an ever-varied panorama, with "The Hook" and its lighthouses and its government colony, and its green woods, and its little coves and bays ever in the foreground. Just below the secluded wood walk run the tracks of the Jersey Central, which here follow the curve of Sandy Hook bay to the point where the Shrewsbury enters it at the Highlands of Navesink, and where the tracks cross to the slender peninsula on which have been built the wonderful summer cities by the sea.

It is the Highlands of Navesink that give the ocean traveler his first glimpse of America and it is also this famous promontory that is the last bit of land seen by eastward voyagers. At night the piercing gleam from one of the Twin Lights (the other is not in commission) at Highlands, throws its silvery signal a score of miles seaward and provides the first guide to Sandy Hook bar. Under the lee of the lighthouses rests Highlands, another popular resort, separated from Atlantic Highlands by the smaller colonies of Hiltons and Water Witch, which snuggle cosily on the side of the hill and project upward over the crest of the long wooded cliff. Here are the sites of many campers' tents.

Directly opposite Highlands, and across the mouth of the merged Shrewsbury and Navesink rivers is Highland Beach, often called the twin of Highlands and the first resort on the downward course actually on the ocean front. It marks the base of the Sandy Hook peninsula and from the junction here with the Central tracks, the little Government railroad runs northward to Fort Hancock and the ordnance proving grounds. Like its twin, Highlands, Highland Beach is a favorite with excursionists, who, on Sundays and holidays, especially, seek the cool, wooded retreats on the hillside and unpack their luncheon-laden packages and baskets. There are, too,

THE JERSEY SHORE

many small hotels and boarding houses, well filled throughout the season.

Farther down the coastline are Navesink Beach, Normandie, Seabright, Lowmoor, Galilee and Monmouth Beach, varying in size and population, but all enjoying the advantages of the ocean at their feet and the shallow Shrewsbury, with its facilities for rowing and motor boating almost at their back doors. Seabright and Monmouth Beach, the most important and pretentious of the group, have long been famous as fashionable cottage colonies. Some of the villas are among the handsomest on the coast. There are many of them, both along the ocean boulevard and Rumson Road, the latter, one of the finest driveways in the East, having its outlet nearly opposite the Seabright station. All along either side are the great estates of city bankers, merchant princes, lawyers and industrial magnates, each splendid domain the site of a veritable summer palace. Indeed, not a few of these have been made the year-round residences of their distinguished owners. Seabright has also a small business center with three large hotels overlooking the ocean. At Monmouth Beach, however, there is an entire absence of business places, though it is not lacking in hotels. Though essentially a cottage community, it has an attractive inn, a casino, a new pavilion, and a well patronized swimming pool.

Adjoining Monmouth Beach on the south are the upper municipal limits of Long Branch, for a hundred years and more a famous watering place and the summer rendezvous of social and political notables. Five presidents made their summer homes here. Embracing the sections known as North Long Branch, East Long Branch, Long Branch proper, Branchport, Pleasure Bay, Norwood, Hollywood, West End and Elberon, it is in point of area, the largest of the Jersey coast resorts, and in point of population, second only to Atlantic City. Situated on a high, dry coast plateau, overlooking the Atlantic it is bounded on the west by the Shrewsbury River, while from east to west a chain of small lakes of rare

charm intersect the main promontory; the combination of the ocean, the river and the ocean, river and lakes, making a perfect system of natural drainage.

In the last few years public and private enterprise have done much toward the rejuvenation of Long Branch. More than a million dollars has been spent in the transformation of the ocean front, into which great roads had been made by winter storms. A boardwalk, twenty feet in width, has been built and pavilions erected, while the famous bluff drive has been made sixty feet wide. A fishing pier has been constructed at the foot of Broadway and opposite the entrance a ten acre park has been laid out and beautified. In the park a large casino and convention hall has been put up.

"First of all, Long Branch is a cottage resort," said a city official to the writer, "and it is the greatest of cottage resorts. From its earliest history it has been a favorite place for men to bring their families for the summer. In addition to Presidents, the distinguished men who have been cottagers here could be named by the hundreds.

"The cottagers have contributed greatly toward making Long Branch the beauty spot of the coast. They have built summer homes, unequalled outside of Newport, by the hundreds, costing from \$25,000 to \$1,000,000, and they have made whole sections veritable gardens rivaling those of European royalty with magnificent lawns, trees, shrubbery, statues, drives and fountains.

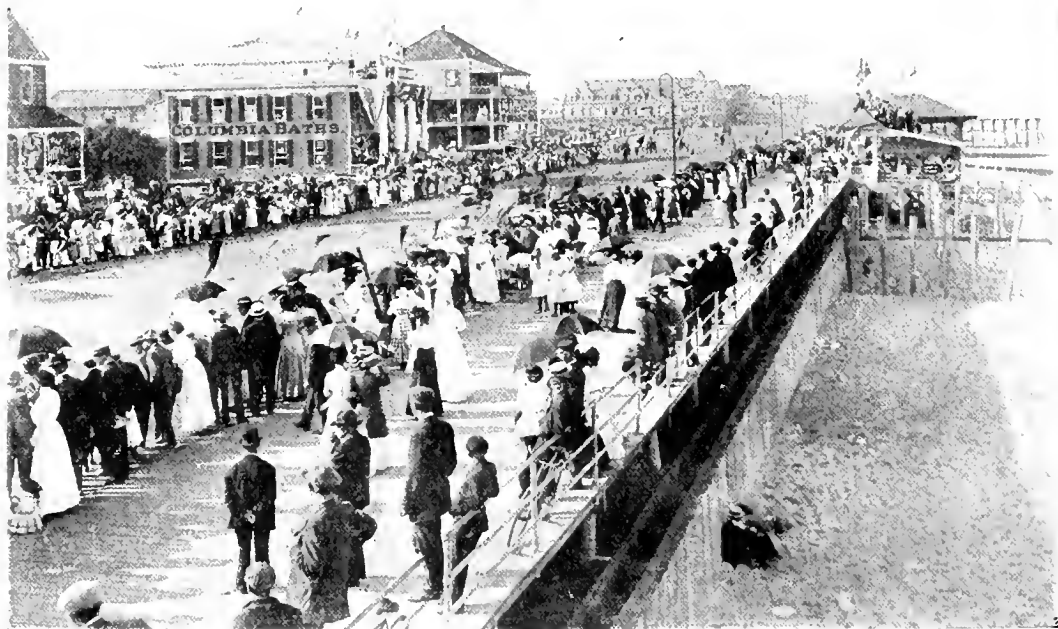
"Long Branch has such an extensive area, though, that it is able to offer a variety of scenery and attractions such as no other place can. The Elberon, West End and Hollywood sections are almost exclusively occupied by fine cottages. The ocean front in the city proper and at West End is the principal place for hotels. Along North Long Branch, East Long Branch, Long Branch proper and western sections are many cottages, too, but there is much else, also, along the Pleasure Bay and stretching along the Shrewsbury River are the most charming

lar amusement features, and the shore dinner and clam bake resorts.

"There is no resort attraction which the place doesn't afford. On the beach there are ocean and salt water pool bathing and also fishing. On the river there are fishing and crabbing, yachting and all kinds of boating, and in winter there is the king of winter sports, ice yachting. At Hollywood there are fine 18-hole golf links. At

the last week in July, at which some \$8,000,000 worth of horseflesh is shown; there are a dog show, flower show, river carnival, 'Old Home Week,' auto races and horses at the Elkwood mile track, free beach, band concerts daily and operas in the casino."

Just below Elberon, which constitutes the southern section of Long Branch, come Deal Beach and Allenhurst, high-class cottage communities,



CARNIVAL PARADE, BOARDWALK, LONG BRANCH

Baseball Park there is baseball. Tennis courts are numerous. For the automobilist there are 120 miles of improved roads in the city limits and beautiful drives in every direction. Then there are the gay bluffwalk and beach, three parks and three theaters, one of the last an open-air amphitheater over the river which seats 5,000. Of special attractions there is the greatest open-air horse show in the world

each, however, with a few select hotels. The golf links at Deal have given the resort a national reputation for some of the most important tournaments are played there.

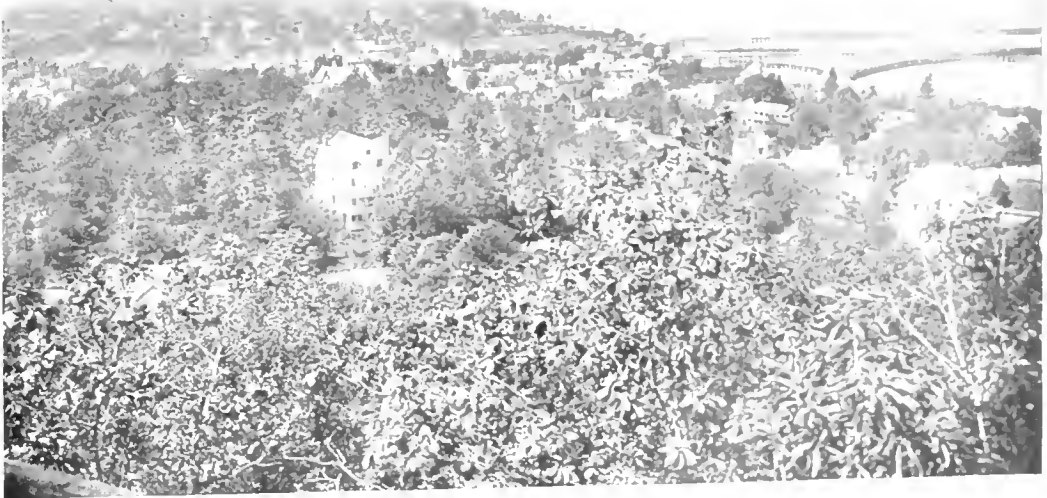
Just across Deal Lake, and opposite Allenhurst, is Asbury Park, which with its splendid bathing beach, its famous boardwalk, its music pavilions, attracts pleasure seekers and season and year-round residents from every

THE JERSEY SHORE

part of the country; indeed its summer population is distinctly cosmopolitan. On the several bathing reservations and on the crowded esplanade that flanks the broad stretch of sand, especially on Sundays or holidays at the height of the season, one sees thousands and thousands of people reveling in the breaking surf or themselves witnessing the animated spectacle. Then there is another side of Asbury Park, a side seldom found in resorts primarily in the seashore class—the two fresh water lakes, Deal and Wesley, which bound it on the north and south, respectively, and Sunset Lake about midway between. Most picturesque is the setting of Deal Lake, while on its placid surface rowboats, motor boats, and canoes ply in great numbers. Another great feature of the season is the children's carnival held during the latter part of August,

the baby parade, and the international in the shape of the annual regatta, the interest in which is maintained all year, the usual regatta program being held on Wesley Lake on August 18, instead of later in the season, as the Queen's Coronation Regatta on August 30, the Masque Regatta on September 1, and the Regatta on September 2.

On the other side of Wesley Lake lies Ocean Grove, which respects the exact antithesis of Asbury Park. Originally founded by Methodists, its camping grounds, and its still decorum and strict propriety are still sustained. It has a famous auditorium, seating ten thousand persons and containing the largest pipe organ in the country. The boardwalk, continuing southward along the ocean front, affords a close link with Asbury Park's less sedate attractions.



ATLANTIC HIGHLANDS

Adjoining Ocean Grove on the south is Bradley Beach, with Avon next in order. Belmar has besides its ocean front the added advantages of Shark River, long famous for crabbing, and offering fine facilities for sailing. Como, a pretty, wooded spot, separates the town from Spring Lake. The latter, frequently called the "Newport of New Jersey," is noted for the magnificence of its summer homes and the fashionable gaieties of the hotel and cottage contingents. Sea Girt is famous as the site of the summer encampment of the New Jersey National Guard, and here the Governor of the State makes his home during the heated term. Manasquan comes next on the shore, and then Point Pleasant, with its peculiarly fortunate combination of the ocean on one side and the broad Manasquan River on the other.

The first point on the All Rail Route of the Central which appeals to the summer vacationist is Sewaren, situated on a bluff overlooking Staten Island Sound and enjoying the advantages of a sheltered harbor so essential to those who go in for water sports. It is attractively laid out with park-like effect. The same natural conditions prevail at Perth Amboy, one of the oldest shipping ports on the Atlantic seaboard, while South Amboy, across the Raritan River, also shares these advantages. The same may be written of Morgan, or Laurence Harbor, at the mouth of Cheesequake Creek. Weakfish, bluefish and porgies abound and fine bass are caught here in large quantities.

Matawan, at the junction of the New York and Long Branch Railroad and the Freehold and Atlantic Highlands Division of the Central, offers all the inducements of a highly prosperous farming community. Here in the midst of great berry and tomato farms and the truck gardens that yield the choicest grade of table produce, one gets a real taste of country life and customs. Hazlet, to the southeast, is

similarly situated, while Middletown, Revolutionary in its associations, is likewise fortunate in agricultural advantages.

Red Bank, on the banks of the Navesink River, commonly known as the North Shrewsbury, is admirably situated, especially from the viewpoint of aquatic enthusiasts. Here one may indulge in every form of water sports—rowing, sailing, motor boating, etc. The river is also prolific in its yield of fish and crabs. Along the shore of the Shrewsbury, and in other parts of the town, are some of the handsomest homes in this section, while the famous Rumson Road leading hence to Seabright, is only one of several roads widely noted for picturesque drives.

Little Silver, on the South Shrewsbury River, concedes nothing to her more ambitious neighbor on the north branch of the river when it comes to aquatic diversions, many of the residences having private docks. Branchport, on the same stream, and marking the northern section of the city of Long Branch, gives to the latter the same advantages that the other river resorts possess. From Branchport, the All Rail Route goes on to the main station at Long Branch, and thence to West End and Hollywood and the junction with the Sea Shore Branch.

From Matawan the Central tracks also run eastward to Atlantic Highlands, as well as almost due south to Freehold. Following the line of Raritan Bay the railroad traverses a wonderfully fertile and productive farming area, which, in addition, has the attractions of the bay shore, affording exceptional conditions for summer outings. Freehold, the county seat of historic Monmouth, is a particularly attractive place to lovers of country life, and is the center of one of the finest agricultural districts in the State. Many of the smaller villages along the Freehold Branch are also popular places of resort during vacation time.

The Baltimore & Ohio General Staff Meeting at Deer Park Hotel, Maryland



GENERAL staff meeting of the officers of the engineering, operating and traffic departments of the Baltimore & Ohio Railroad System was

held at Deer Park Hotel, Maryland, on June 13th and 14th, to discuss physical improvements, which were being made and in contemplation, the extension and betterment of the facilities of all the branches of the service, and to consider the problems which confront the railroads of the country in general and the Baltimore & Ohio Railroad in particular. A further important object of the meeting was to afford the officials an opportunity for closer acquaintance. Each of the departments was represented by the officials in charge, among those present being:

The President.
 Assistants to the President.
 First Vice-President in charge of Traffic.
 Third Vice-President in charge of Operation.
 Assistant to the Third Vice-President.
 General Manager.
 General Superintendent Transportation.
 Superintendent Transportation.
 General Superintendents.
 Division Superintendents.
 Superintendent Car Service.
 Superintendent Dining Cars and Restaurants.
 Superintendent Telegraph.
 General Superintendent Motive Power.
 Superintendents Motive Power.
 Superintendent Floating Equipment.
 Purchasing Agent.
 General Storekeeper.
 Chief Engineer.
 Chief Engineer Maintenance of Way.
 Engineer of Bridges.
 Engineer of Surveys.
 General Traffic Manager.
 General Western Traffic Manager.
 General Freight Agents.
 General Passenger Agents.
 Assistants General Passenger Agents.
 General Baggage Agent.
 General Eastern and Western Freight Agents.

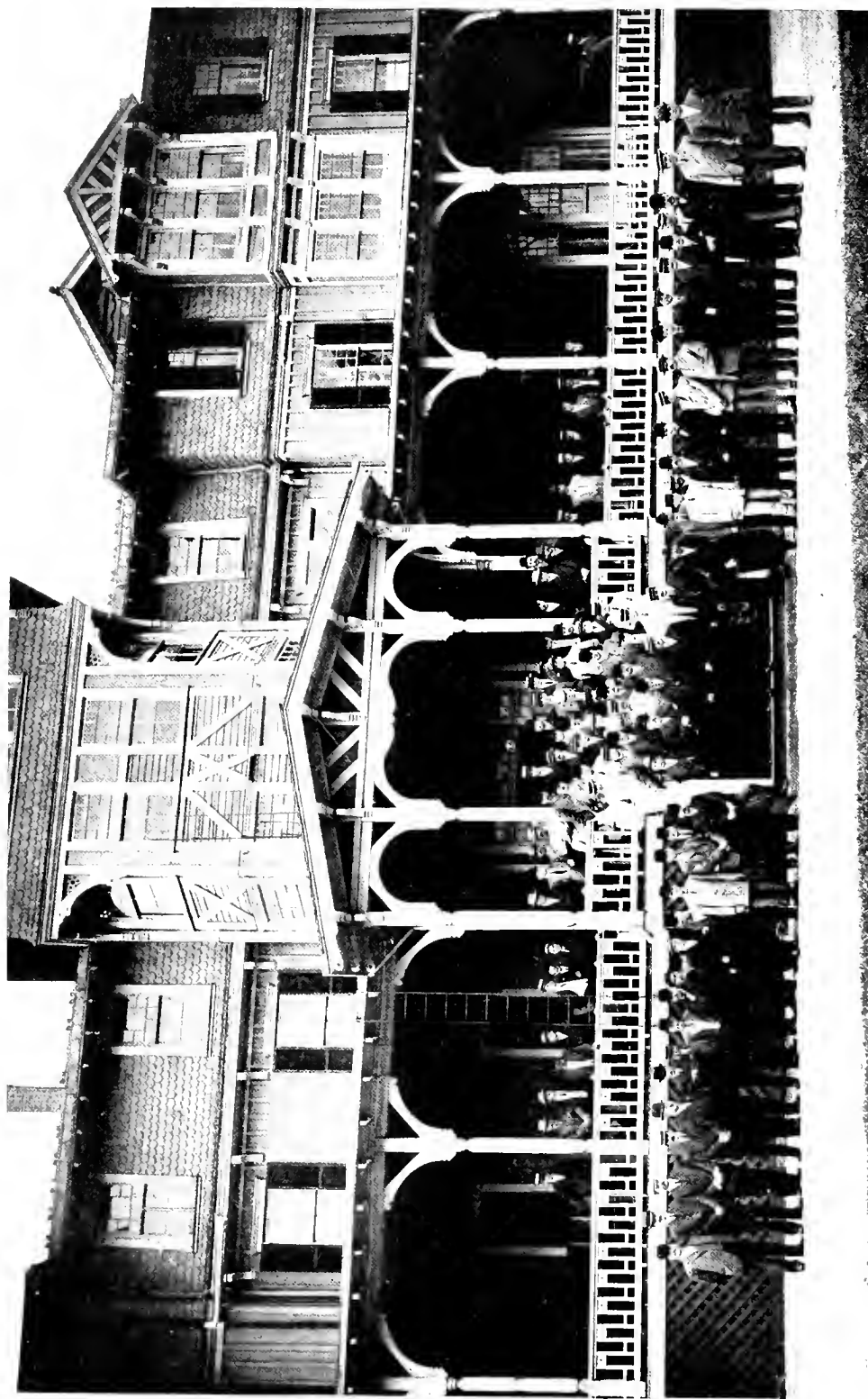
General Passenger Agent.
 District Passenger Agents.
 Division Freight Agents.
 Freight Tariff Agent.
 General Duty Freight Agent.
 General and Assistant Live Stock Agents.
 General and Assistant Coal and Coke Agents.
 General and Assistant Industrial Agents.
 Foreign Freight Agent.
 Commercial Freight Agents.

General meetings occupied the morning of both days and were presided over by Geo. F. Randolph, first vice president.

A feature of the first day was an address by President Willard, which took the form of a plain heart-to-heart talk with the men. In his remarks, Mr. Willard made clear his views that railroads, while private properties, were engaged in a public service; that, by meeting as nearly as may be, the proper obligations to the public; by making the service as good as it is possible to do, and trying to adjust operations in harmony with the requirements of the present day, Mr. Willard believed the railroads' officials and employes could minimize occasion for criticism of the railroads, and thereby allay such fear as was expressed in some quarters, of more radical legislation affecting the railroads.

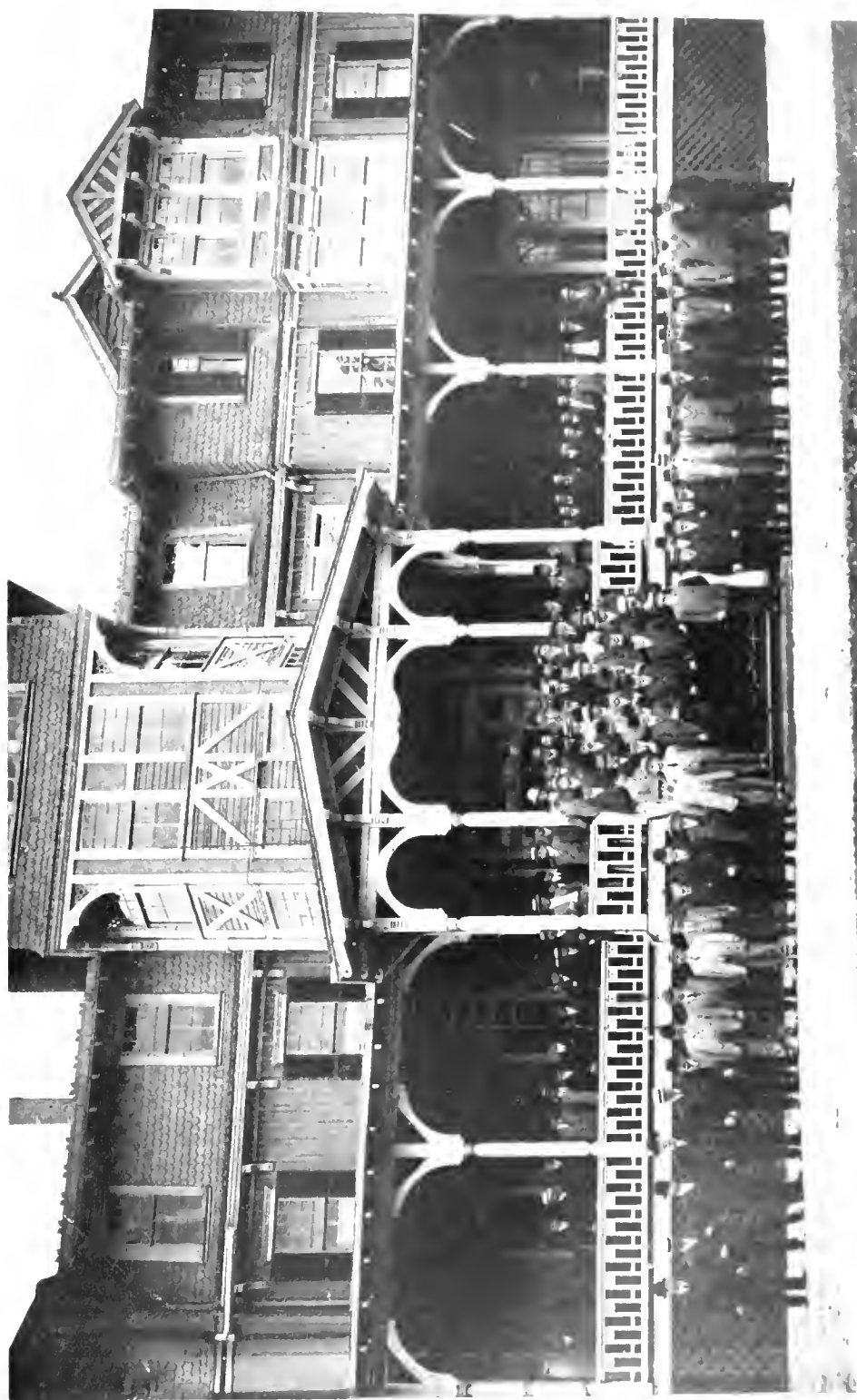
Mr. Willard dealt at length with the conditions relating to the traffic and the operations of the company, both at present and looking to the future, and made it plain that the best man was needed for each individual office and his hope and expectation that such men would always be found on the property.

The second day was devoted to a general discussion of the company's affairs from the viewpoints of the representatives of the several departments.

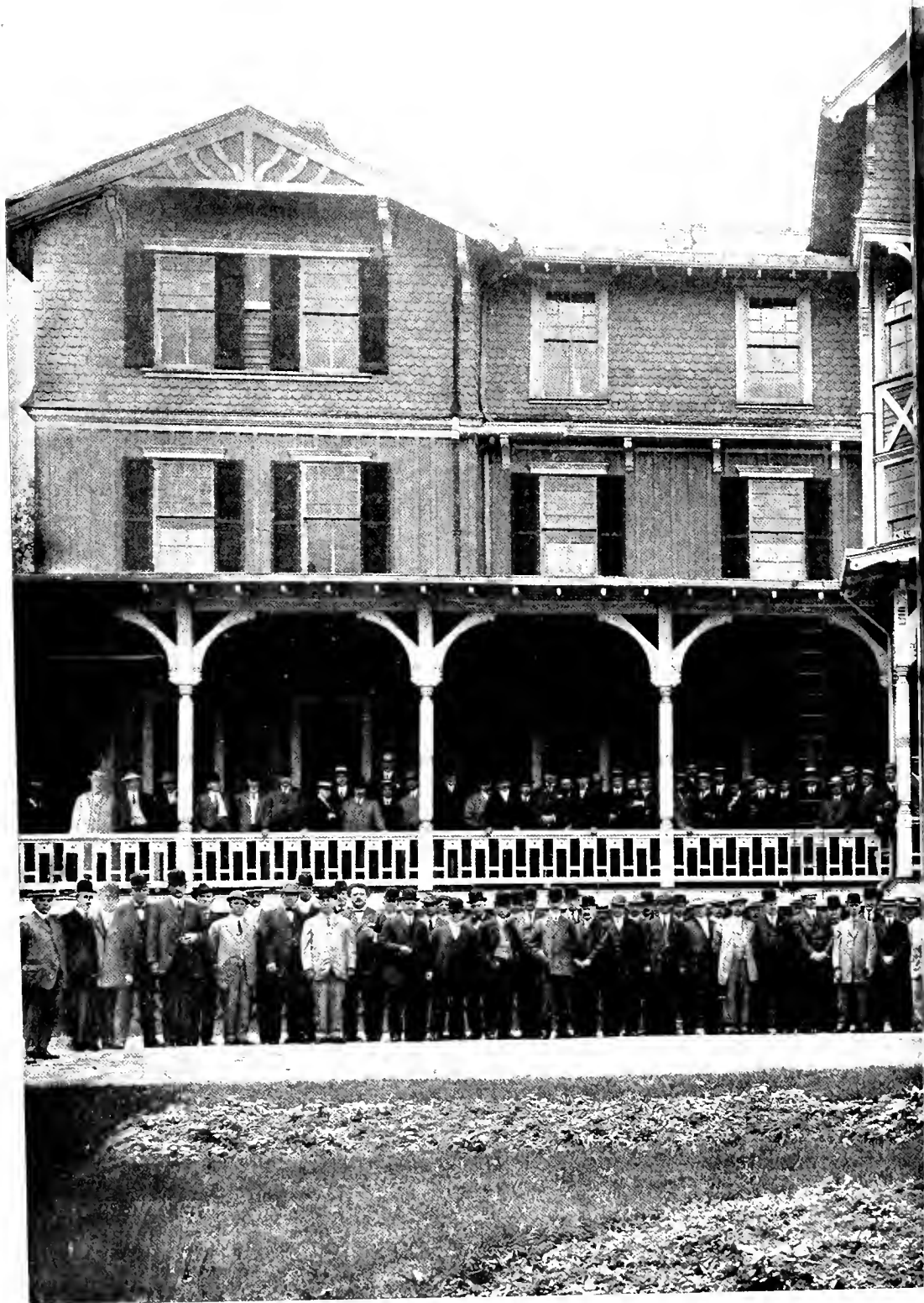


FREIGHT AND PASSENGER DEPARTMENT OFFICIALS, BALTIMORE & OHIO RAILROAD COMPANY, AT DEER PARK, MD.

BALTIMORE & OHIO GENERAL STAFF MEETING AT DELR FAK



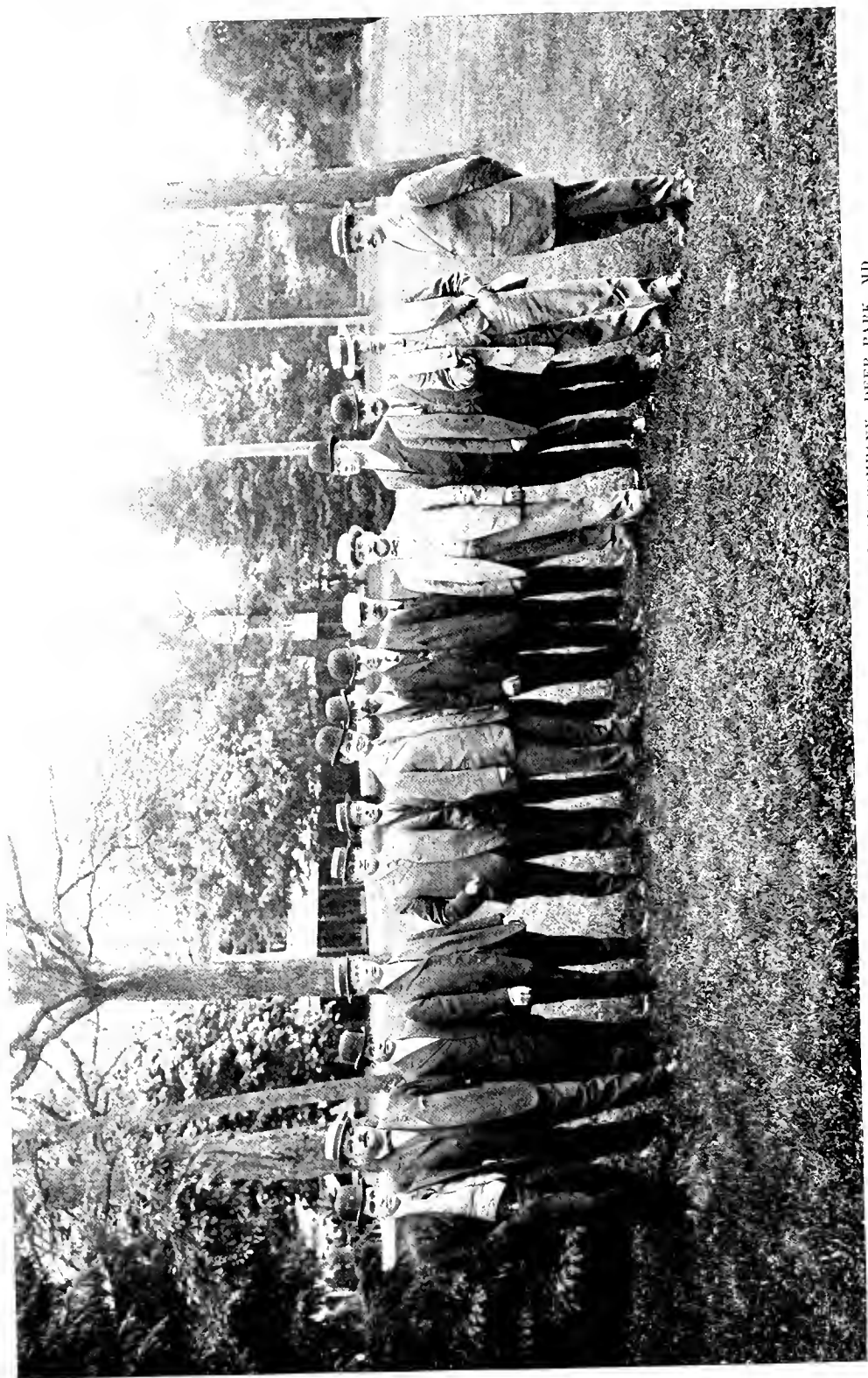
GENERAL STAFF MEETING AT DELR FAK



THE OFFICIAL FAMILY OF THE BALTIMORE & OHIO RAILROAD COMPANY

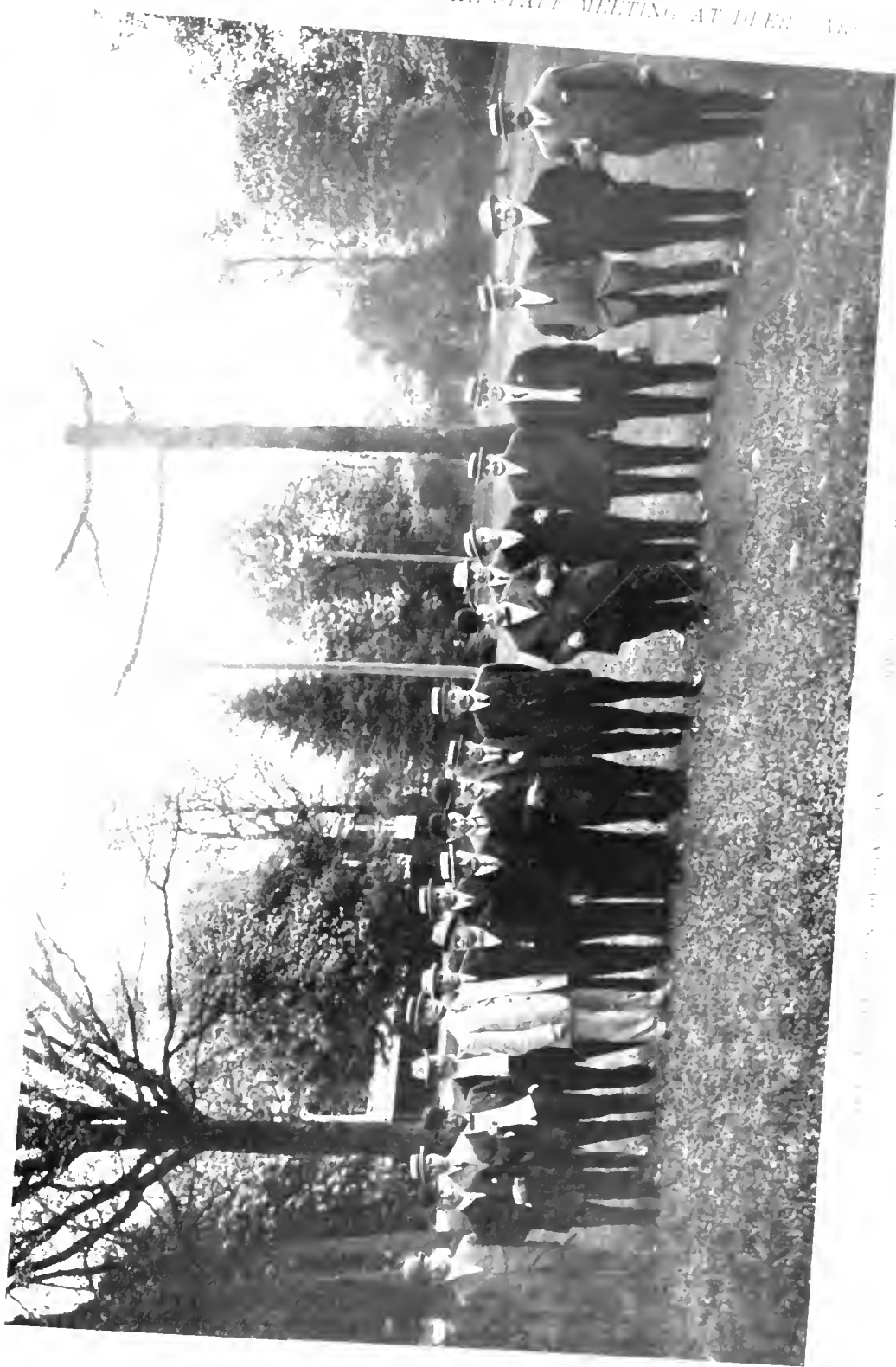


IR PARK, MD.—OPERATING, TRAFFIC AND ENGINEERING DEPARTMENT



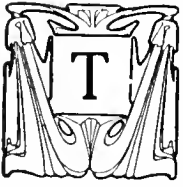
ENGINEERING DEPARTMENT OFFICIALS, BALTIMORE & OHIO RAILROAD COMPANY, DEER PARK, MD

BALTIMORE & OHIO GENERAL STAFF MEETING AT DEER



Atlanta, Ga.

Sovereign Grand Lodge, I. O. O. F., and Patriarch Militant,
September 19th to 24th



THE Sovereign Grand Lodge and Patriarchs Militant, I. O. O. F., will be held at Atlanta, Georgia, from September 19th to 24th.

This enterprising southern city is recognized as the convention city of the South and is fully prepared to entertain visitors with the

New York. As a matter of fact, about 95 per cent of its people were born in the Southern States.

There are within the city limits 150,000 people, and with the suburbs the community has 175,000. The population of those engaged in gainful occupations is very large and the steady industry of the population is a guaranty of continued prosperity.



THE NEW AUDITORIUM, ATLANTA

full hospitality characteristic of the South.

Atlanta is on the crest of the ridge that divides the watershed of the Atlantic from that of the Gulf, and an altitude of 1,050 feet above sea level gives the city a bracing atmosphere, which is conducive to vigor of body and mind. The people are remarkably energetic, and this is evident to the visitor in the first glance that he gets from the car windows. Their vigor has made Atlanta a leader among cities.

A great many people have the impression that Atlanta is a Northern city in the heart of the South, and it is frequently compared to Chicago or

The interest which attaches to Atlanta's past has drawn to the city thousands of men who helped to make history here many years ago. This constant visitation has caused Atlanta to be talked about as no other Southern city has been during the life of this generation.

Another attraction is the magical growth which has never halted and never been fully explained, but seems to have in it something distinctive and different from the rise of any other community. There is an indescribable something about the city which impresses every stranger and fills the mind of the citizen with enthusiasm.

A distinguished visitor at the At-

lanta Exposition declared that the region surrounding this city is the most American part of America. The masterful spirit of the Anglo-Saxon is manifest here in the magnificent reconstruction of a city that was burned to the ground forty-six years ago. In the surrounding country the rising tide of industry has overflowed and obliterated the scars of war. General Sherman's army destroyed a hundred millions of property on its march through Georgia, and it took many years to make good the loss, but now the State produces, in one year, enough cotton

have made it the largest and most official center of the Southeast.

Atlanta stands at a point where the Eastern traffic, flowing down the Appalachian chain, meets in commerce the great stream of commerce from the West to the Southern seaboard. The vast traffic of East and West which flows into Atlanta radiates throughout the Southeast. Thus, from a railway point of view, Atlanta holds a commanding position and has become the headquarters for a large part of the railroad business done in the Southern States.



THE BUSINESS CENTER OF ATLANTA

and cotton goods to pay the enormous indemnity of that campaign.

General Sherman was impressed with Atlanta's strategic importance, and pointed out that any port of the Gulf or South Atlantic could be reached from here in twelve hours. The city became headquarters for the Department of the Gulf during the Spanish-American war, and an effort was afterwards made to remove these headquarters to another point, but the government, profiting by that experience, has finally fixed their seat here.

The topographic conditions which gave Atlanta its importance in war

As the metropolis of the Southeast region, Atlanta will profit by the great stimulus to trade and industry which will come from the opening of the Panama canal. There are already large exports of cotton goods to China from Georgia and the Carolinas, and this trade will grow rapidly when the shortest route to the Pacific is open.

The system of local street cars, with 170 miles of electric railway, is one of the best in the country, and is probably the most extensive in the South.

Atlanta's street cars have consolidated and extended the residence district, and beautiful homes have been erected in

eral miles beyond the city limits in several directions.

Atlanta is Southern headquarters for most of the great national corporations that do business in this section. It is the third insurance center of the country and easily the first in the South.

Steel and stone skyscrapers have shot up in rapid succession and the heart of the city looks like the lower part of Manhattan Island. There is no other city in the South that has the metropolitan appearance Atlanta presents. It has one square mile that can hardly be equaled anywhere on this continent outside of New York, Chicago and Philadelphia.

The growth of the city is by no means confined to office buildings. The manufactured products of Fulton County, including Atlanta, increased from fifteen to thirty millions from 1900 to 1905 and are now fifty millions. There are nearly twice as many wage-workers and the city is constantly crowded with well-to-do strangers who have come to engage in business. Atlanta's importance as a business center is indicated by the fact that Georgia produces a cotton crop worth one hundred millions, or more than the gold product of the entire country. The States making up the Southeastern group, of which Atlanta is the natural center, produce a cotton crop worth about three hundred millions, and turn out cotton goods worth one hundred and fifty millions. The total manufac-

tured product of these States is 600 millions. The supply business for all this vast industry is immense, and Atlanta gets a large share of it.

Atlanta is the greatest publication center in the South, and its newspapers are easily the first in the South. The records at the Post Office Department show that the various publications pay the Government more on second-class matter than it receives from Baltimore, Louisville, New Orleans, San Francisco or Pittsburg.

Atlanta is a clean, well-governed city. The tax rate is only $1\frac{1}{4}$ per cent on a moderate valuation of property, which aggregates \$100,000,000. The United States census credits Atlanta with the lowest tax rate, with two exceptions, on actual value to be found in the South, among cities of over 100,000 population.

The suburbs, so easily accessible in every direction by rapid transit, are pictures of restfulness and refreshment. There are golf links, beautiful drives, lakes and beautiful country clubs, known as the Piedmont Driving Club and the Atlanta Athletic Club.

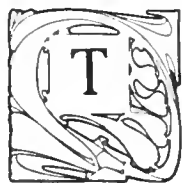
Atlanta is the convention city of the South. The city, in co-operation with public-spirited citizens, led by the Chamber of Commerce, has recently completed the finest Auditorium-Armory in the Southern States. It seats 6,500 people and has a smaller hall for conventions, seating 900.



CAPITOL OF GEORGIA, ATLANTA

The Playgrounds of the Far West

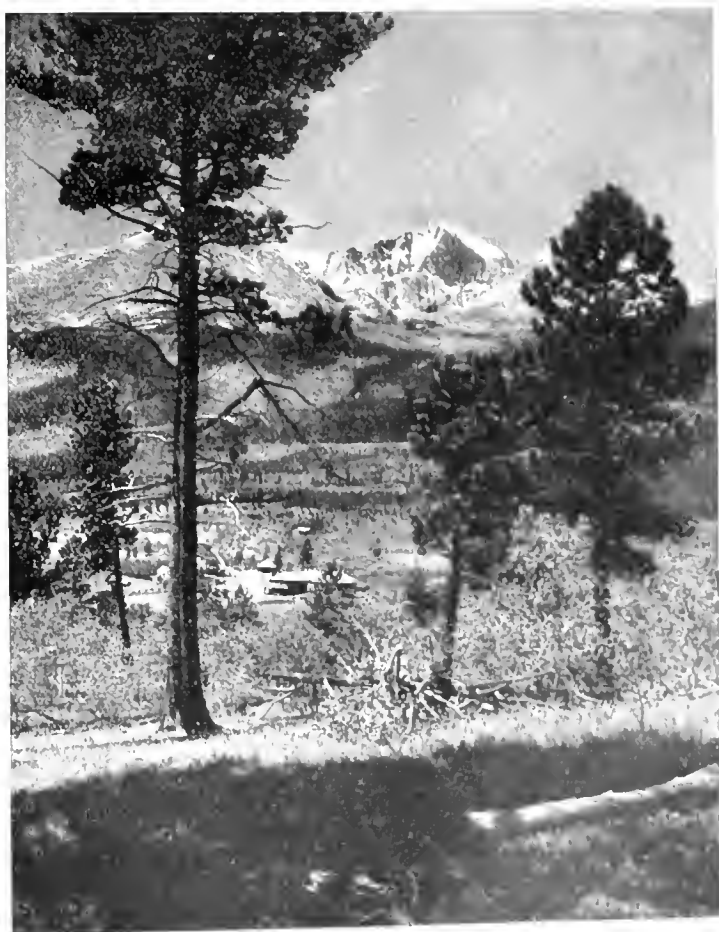
Estes Park, Colo.



THAT the Rocky Mountain district is fast becoming the great recreation grounds of the United States is a foregone conclusion. The Yellowstone Park, with its many square miles of natural wonders, has long been a mecca of the Eastern tourist and foreign traveler. Other parks of almost

equal interest are attracting the Western traveler's attention, and Colorado can furnish marvels in this respect.

The National Irrigation Congress at Pueblo in September will be an inducement to many to take advantage of the low rates of fare and visit the great mountain resorts of Colorado, among which attention is particularly called to Estes Park, which has many charms to attract those who long to



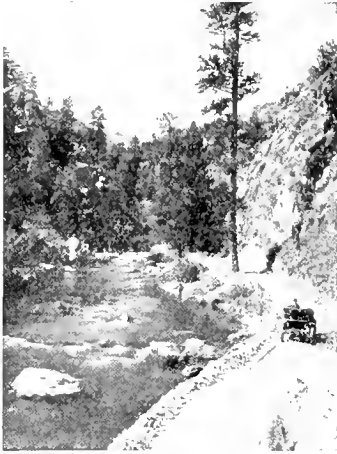
LONG'S PEAK AND INN, ESTES PARK, COLO.

get close to nature. To quote from the *Denver Republican*: "The beauties of Estes Park stand without peer or rival among the beautiful scenes of earth."

Estes Park is forty-eight miles northwest of Denver and is reached by a two-hour railway ride to Lyons, the terminus of the Estes Park Branch of the Burlington and a two-hour automobile trip beyond. It is accessible at all times, as the automobiles from Lyons run practically all the year round. Any time is a good time for a visit to the Park, July and August being particularly favorable months, while from late May until October is the full season, when the hotel accom-

modations are at their best. There are lakes on which the ice floats in August, and snow which never leaves the mountain peaks. Glaciers there are older than the Pyramids, yet always exposed to the sun, now thousands of miles from their starting point, yet slower than a snail. Among these are the Hallett, Andrews, Tyndall, Sprague and Black, which are known to scientists. Hallett glacier is the largest and best known.

The mountain grandeur of Colorado is not altogether confined to the rugged rocks and cliffs. Estes Park is a garden of wild flowers, a blaze of color during the entire summer. The columbine, the State flower of Colo-



ALONG THE ST. VRAIN



NEAR LYONS

modations and cottage arrangements are at their best. The fall is always delightful, the weather usually remaining open until the end of the year. September is the ideal camping month, with fine weather and beautiful colorings on the mountains.

Estes Park is in the center of a region thirty miles square, and is from twelve to fifteen miles long and three miles wide. There is a meadow of 8,000 acres of grass extending back from the banks of the Big Thompson River, with groves of pines here and there. Mountain peaks and ranges surround the Park, with innumerable canyons and glens bordering the Park's center.

rado, is one of these. Mariposa lilies bloom by the millions, and all the well-known varieties of wild flowers find their seasons up the mountain sides.

A bill is now pending before Congress to make a National Park of Estes, that the many natural attractions may be preserved.

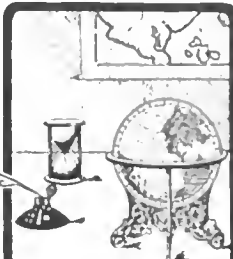
There are several excellent hotels in the Park and a number of cottages grouped about them, affording accommodations in various locations.

There are guides for mountain climbing and horses for hire at all the hotels and ranches. There are no finer drives in the world. The roads are smooth and indescribably picturesque and a delight to automobilists.



Stub Ends of Thought

By ARTHUR G. LEWIS.



It is easy to forgive an injustice against ourselves.

LET us endeavor to obey every good impulse promptly.

It is the composition of forces that constructs strength.

THERE is a luxurious satisfaction in the sense of right.

JUSTICE must be the guiding light of equity in all things.

EVERY well-conducted enterprise owes its success to system.

DISCREET moderation is the secret of permanent recreation.

EXCESS of zeal often only represents energy beyond control.

THIS is an age of enlightenment; let us help to lift the curtain.

THERE is a sublime ability in being able to remember things.

LET us endeavor to do justice to every condition that confronts us.

It is the thoroughly characteristic feature of things that counts.

MISTAKES are generally the abnormal exception to the normal rule.

ONLY the light of love can drive the darkness away from our hearts.

NOTHING can permanently obscure the great blue sky of the world.

CHARACTER consists largely of educated will power under control.

THE only safe and sane attitude is marked by the line of reasonable faith in others.

THERE is no mental pain equal to the silence of hopeless and unexpressed devotion.

OUR thoughts are but our weaknesses, after all, and strength of right the power that overcomes them.

LOVE is the best and surest way to lose ourselves on the desert of self, and is the one path that leads to peace and the dawn of content.

A de luxe edition of Mr. Lewis' work in book form, 107 pages, bound in slip leather and skinned with cloth, forwarded, postpaid, upon receipt of \$1.00, by THE BOHEMIAN SOCIETY, Norfolk, Va.

IMPORTANT CHANGES IN SCHEDULE WERE MADE MAY 29, 1910.

CONDENSED SCHEDULE ROYAL BLUE LINE OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 29, 1910.		No. 504	No. 526	No. 522	No. 508	No. 502	No. 524	No. 508	No. 516	No. 514	No. 512	
EASTWARD		DAILY	EXCEPT SUNDAY 5 HOUR	SUNDAY	DAILY	DAILY	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY	DAILY	DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	AM	
Lv. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52	---	
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.15	3.46	---	
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51	---	
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.52	8.19	11.50	3.50	6.00	---	
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	5.35	8.32	---	
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	5.33	7.00	8.43	---	
	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM NEW YORK,
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 29, 1910.		No. 555	No. 517	No. 505	No. 501	No. 507	No. 527	No. 509	No. 503	No. 511	
WESTWARD		DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY 5 HOUR	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	PM	
Lv. NEW YORK, 230 STREET	11.50	---	7.50	9.50	11.50	1.50	3.50	5.50	6.50	---	
Lv. NEW YORK, LIBERTY STREET	1.30	---	8.00	10.00	12.00	2.00	4.00	6.00	7.00	---	
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	---	
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.15	2.43	4.16	6.09	8.09	10.50	11.23	---	
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27	---	
Ar. WASHINGTON, NEW UNION STA.	7.50	11.45	1.15	3.50	5.20	7.00	9.00	12.00	12.22	---	
	AM	AM	PM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R.—TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE MAY 29, 1910.		No. 1	No. 7	No. 9	No. 3	No. 5	No. 55	No. 11	No. 15	
WESTWARD		LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	PITTSBURG LIMITED	EXPRESS DAILY	
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	---	NOTE.	
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	---		
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	---		
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.18 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM	---		
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 AM	11.32 PM	---		
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.10 AM	1.22 PM	9.10 AM	12.30 AM	---		
Ar. DEER PARK HOTEL	10.12 PM	11.39 PM	---	6.26 AM	7.18 PM	3.19 PM	---	---		
Ar. PITTSBURG	---	---	6.45 AM	---	9.30 PM	6.25 PM	8.50 AM	Lv 6.25 PM		
Ar. CLEVELAND	---	---	12.00 NN	---	---	---	---	---		
Ar. WHEELING (EASTERN TIME)	---	5.35 AM	---	---	---	8.55 PM	---	Lv 6.15 PM		
Ar. COLUMBUS (CENTRAL TIME)	---	8.45 AM	---	---	---	---	---	9.25 PM		
Ar. OHIOAHO	---	6.15 PM	---	---	---	---	---	7.30 AM		
Ar. CINCINNATI	8.05 AM	---	---	5.05 PM	---	1.45 AM	---	---		
Ar. INDIANAPOLIS	11.45 AM	---	---	10.35 PM	---	11.45 AM	---	---		
Ar. LOUISVILLE	11.50 AM	---	---	9.35 PM	---	7.20 AM	---	---		
Ar. ST. LOUIS	6.00 PM	---	---	7.28 AM	---	1.40 PM	---	---		
Ar. CHATTANOOGA	---	---	---	6.20 AM	---	6.10 PM	---	---		
Ar. MEMPHIS	11.25 PM	---	---	8.45 AM	---	---	---	---		
Ar. NEW ORLEANS	10.55 AM	---	---	8.15 PM	---	---	---	---		

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R.—TO ALL POINTS EAST.

EFFECTIVE MAY 29, 1910.		No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14	
EASTWARD		LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	DUQUENE LIM. DAILY	EXPRESS DAILY	
Lv. CHICAGO	---	---	---	5.45 PM	10.00 AM	---	---	8.30 PM	---
Lv. COLUMBUS	---	---	---	---	5.05 PM	---	---	---	---
Lv. WHEELING (EASTERN TIME)	---	---	5.00 PM	---	11.20 PM	---	---	10.50 AM	---
Lv. CLEVELAND	---	---	---	7.30 PM	---	3.00 PM	---	---	---
Lv. PITTSBURG	---	---	---	8.10 AM	---	10.00 PM	---	---	---
Lv. ST. LOUIS	* 9.00 AM	1.45 AM	---	---	---	---	6.00 PM	1.15 PM	---
Lv. LOUISVILLE	2.10 PM	8.10 AM	---	---	---	---	9.25 PM	---	---
Lv. INDIANAPOLIS	* 2.25 PM	* 8.05 AM	---	---	---	---	2.30 AM	---	---
Lv. CINCINNATI	* 6.35 PM	12.15 PM	---	---	---	---	4.22 AM	---	---
Lv. NEW ORLEANS	---	9.15 AM	---	---	---	---	8.00 AM	---	---
Lv. MEMPHIS	---	8.35 PM	---	---	---	---	7.10 PM	---	---
Lv. CHATTANOOGA	---	9.45 PM	---	---	---	---	6.35 AM	---	---
Lv. DEER PARK HOTEL	6.05 AM	9.45 PM	---	---	---	---	---	---	---
Lv. WASHINGTON, NEW UNION STA.	6.44 AM	12.38 AM	---	---	---	---	8.40 PM	---	---
Ar. BALTIMORE, CAMDEN STATION	12.40 PM	6.30 AM	4.42 PM	10.45 AM	6.40 AM	---	2.37 AM	10.25 PM	---
Ar. BALTIMORE, MT. ROYAL STATION	1.47 PM	7.50 AM	5.50 PM	11.45 AM	7.50 AM	---	3.42 AM	11.30 PM	---
Ar. PHILADELPHIA	1.59 PM	8.00 AM	6.05 PM	11.54 AM	8.00 AM	---	3.51 AM	1.25 AM	---
Ar. NEW YORK, LIBERTY STREET	4.05 PM	10.15 AM	8.19 PM	2.02 PM	10.15 AM	---	5.00 PM	3.50 AM	---
Ar. NEW YORK, 230 STREET	6.30 PM	12.35 PM	10.40 PM	4.15 PM	12.35 PM	---	5.32 AM	6.35 AM	---
	6.45 PM	12.45 PM	10.50 PM	4.25 PM	12.45 PM	---	8.43 AM	7.00 AM	---

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE LINE OF THE BALTIMORE & OHIO R. R. FINEST SERIES OF
TRAINS IN THE WORLD.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room, Dining Car, a la carte, Philadelphia to New York.

No. 504. Pullman Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Pullman Brother Smoking Room Parlor Car Washington to New York.

No. 522. Pullman Brother Smoking Room Parlor Car Washington to New York.

No. 508. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electric Lighted Buffet and Smoking Car, Parlor and Observation Cars Washington to New York. Drawing Room Parlor Car Baltimore to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare for third night at Philadelphia.

No. 506. Electrically lighted vestibuled train of steel frame Coaches. Pullman Observation Parlor Car Pittsburgh to New York. Dining Car, a la carte, Pittsburgh to New York.

No. 514. Separate electric lighted Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate electric lighted Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Electrically lighted vestibuled train of steel frame Coaches. Pullman Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Pittsburg.

No. 501. Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, Philadelphia to Baltimore.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 527. Five Hour Train. Pullman Brother Buffet and Smoking Room Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electric Lighted Buffet and Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare for third night at Philadelphia.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Philadelphia.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, St. Louis,
Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Entirely new vestibuled train with steel frame Coaches. Electric Lighted Drawing Room Sleeping Car New York to St. Louis. Electric Lighted Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Special. Drawing Room Sleeping Car New York to Chicago via Grafton and Redford. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Entirely new electric lighted vestibuled train with steel frame Coaches. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Dining Car, a la carte, Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Washington to Wheeling. Dining Cars Martinsburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Entirely new vestibuled train with steel frame Coaches. Electric Lighted Drawing Room Sleeping Car St. Louis to New York. Electric Lighted Drawing Room Sleeping Car Louisville to New York. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Express. Drawing Room Sleeping Car St. Louis to Cincinnati. Dining Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Entirely new electric lighted vestibuled train with steel frame Coaches. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to New York. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Special. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Drawing Room Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Drawing Room Parlor Car Washington to New York.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Columbus. Dining Car Philadelphia to New York.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Pullman Brother Drawing Room, Smoking Room Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car New York to Wheeling. Parlor Car Wheeling to Washington. Pullman Brother Drawing Room, Smoking Room Parlor Car Baltimore to Washington.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONOLD, Ticket Agent. Howard Street, E. C. JACKSON, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets New B. & O. Building, G. W. SQUIGGINS, Assistant General Passenger Agent; E. A. WALTON, District Passenger Agent; G. W. PAINT, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent; G. D. CRAWFORD, City Ticket Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 256 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 313 Fulton Street, T. H. HENDRICKSON Co., Inc., Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, O. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and Fifth Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 513 Traction Building, C. H. WISEMAN, District Passenger Agent; H. C. STEVENSON, Traveling Passenger Agent; S. T. NEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent, 439 Walnut Street, T. J. WEST, City Ticket Agent. Vine Street and Arcade, C. G. COBB, Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agente General, B. & O. S.-W., office, Avenida 5 de Mayo 3.
CLEVELAND, OHIO, 311 Euclid Avenue, Arcade Building, M. G. CARREL, District Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; E. H. SLAY, City Ticket Agent. Union Depot, E. J. BUTTERWORTH, Ticket Agent.
CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 4th and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOUISVILLE, KY., B. & O. S.-W., 4th and Market Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th Street Station, A. J. ORONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
MT. VERNON, OHIO, J. C. PATTERSON, Ticket Agent.
NEWARK, OHIO, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, J. B. SCOTT, General Eastern Passenger Agent; E. V. EVERTSEN, Traveling Passenger Agent; A. J. SMITH, City Passenger Agent; E. D. AINSIE, Ticket Agent, 1300 Broadway, S. R. FLANAGAN, Ticket Agent, No. 6 Astor House, G. F. PERRY, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 225 Fifth Avenue, RAYMOND & WHITCOMB, Ticket Agents. 55 Avenue B, Cor. 4th, MAX LEDEBER, Ticket Agent; 77 Ridge Street, S. W. BARASCH, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
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PARKERSBURG, W. VA., J. MC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent; J. W. JONES, Ticket Agent (Ohio River).
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SPECIAL EXCURSIONS

To the JERSEY SHORE

From points east of the Ohio River

July 7 and 21, August 4 and 18, September 1

SUMMER TOURIST TICKETS ON SALE

Deer Park Hotel

AND COTTAGES

DEER PARK, MARYLAND

On the Crest of the Alleghanies



Delightful Summer Resort in the "Glades" of the Alleghanies

This famous hostelry on the high plateau of the Alleghany Mountains, known as the "Glades," was opened for the season 1910 on June 25th, after a complete renovation of the entire property.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea-level, out of reach of malaria and mosquitoes. The hotel buildings are located in a magnificent park of 500 acres of forest and lawn. Miles of perfectly kept roadways afford delightful motoring and driving.

The hotel is thoroughly modern as to improvements and equipment, with bowling alleys, billiard rooms, tennis courts, golf links, swimming-pools, livery, etc., and the excellent cuisine has always been a matter of most favorable comment. No mountain resort equals it for accessibility—only eleven hours' ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six hours from Washington; seven hours from Pittsburg; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

Deer Park guests can take through sleeping cars from any of these cities and alight at the hotel without change of cars. The dining car service is excellent. Very few summer resorts enjoy the privilege of through train and Pullman car service from all points such as Deer Park.

For rates in hotel, annexes or cottages, or illustrated booklets and floor plans, apply to

W. E. BURWELL, Manager
Deer Park, Maryland

BALTIMORE & OHIO

Quick Dispatch Freight Service

"Q. D." No. 97 Westbound

	From New York (Pier 7, 5.45 pm; Pier 22, 6.00 pm)	From Philadelphia (East Side, 10.25 pm)	From Baltimore (Arden, 8.20 pm and 2.05 am)
To Chicago (due 5.00 am),	3d Morning	3d Morning	3d Morning
To Columbus (due 9.00 am),	2d Morning	2d Morning	2d Morning
To Cleveland (due 5.25 am),	2d Morning	2d Morning	2d Morning
To Wheeling (due 2.40 am),	2d Morning	2d Morning	2d Morning
To Pittsburg (due 3.00 am),	2d Morning	2d Morning	2d Morning
To Cincinnati (due 10.05 am),	2d Morning	2d Morning	2d Morning
To Louisville (due 5.15 am),	3d Morning	3d Morning	3d Morning
To St. Louis (due E. St. L. 6.40 am),	3d Morning	3d Morning	3d Morning
To Milwaukee	4th Morning	4th Morning	4th Morning
To Kansas City	4th Morning	4th Morning	4th Morning
To Toledo	3d Morning	3d Morning	3d Morning

"Q. D." No. 94 Eastbound

	To New York (Due 6.30 am)	To Philadelphia (Due 10.10 pm)	To Baltimore (Due 6.00 pm)
From Chicago (6.00 pm),	3d Morning	3d Morning	3d Morning
From Columbus (7.30 pm),	3d Morning	3d Morning	3d Morning
From Cleveland (6.40 pm),	3d Morning	3d Morning	3d Morning
From Wheeling (9.50 am),	2d Morning	2d Morning	2d Morning
From Pittsburg (8.00 pm),	2d Morning	2d Morning	2d Morning
From Cincinnati (8.50 am),	2d Morning	2d Morning	2d Morning
From St. Louis (E. St. L. 3.00 pm),	3d Morning	3d Morning	3d Morning
From Louisville (7.45 pm),	3d Morning	3d Morning	3d Morning

CORRESPONDING FAST TIME BETWEEN OTHER POINTS EAST AND WEST

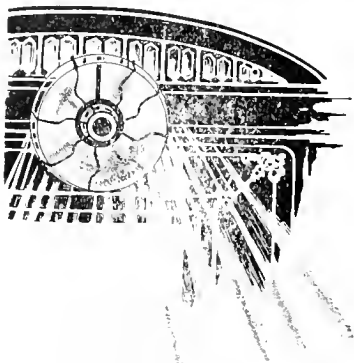
MERCHANDISE MOVED IN ONE NIGHT

In Both Directions

Between New York, Baltimore and Washington
Philadelphia, Baltimore and Washington

CONTINENTAL LINE FAST FREIGHT LINE OPERATING
VIA B. & O. R. R., EAST AND WEST

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T. W. GALLEHER, General Freight Agent	-	BALTIMORE, MD.
D. G. GRAY, General Freight Agent	-	PITTSBURG, PA.
E. M. DAVIS, General Eastern Freight Agent	-	NEW YORK
C. H. HARKINS, General Western Freight Agent	-	CHICAGO
S. T. McLAUGHLIN, General Freight Agent B. & O. S. W.	-	CINCINNATI, OHIO
T. H. NOONAN, General Manager Continental Line	-	CINCINNATI, OHIO
C. S. WIGHT, General Traffic Manager	-	BALTIMORE, MD.



Travel Is Comfortable

ON THE

Baltimore & Ohio

TRAINS EQUIPPED WITH
ELECTRIC LIGHTS AND FANS

Trains 5 and 6—The “Chicago Limited” are entirely new trains, **electric lighted from end to end**. The new steel-framed Coaches, finished in mahogany, combine attractiveness with comfort and safety. The Pullman drawing-room Sleeping Cars, which have both upper and lower berth lights, the Observation Cars and Dining Cars, all have **electric fans**.

Trains 1 and 2—The “Cincinnati-St. Louis Limited” have new steel-framed Coaches and **electric-lighted** drawing-room Sleeping Cars, with upper and lower berth lights and **electric fans**.

The “**Royal Limited**” trains between Washington, Baltimore, Philadelphia and New York are **electric lighted throughout** and are equipped with **electric fans**.

The **midnight Sleeping Cars** between New York, Baltimore and Washington, in both directions, are equipped with **electric lights and fans**.

All **Dining Cars** of the Baltimore & Ohio Railroad are **electric lighted** and provided with **electric fans**.



Baltimore

Ohio R.R.

EAST AND WEST



CALENDAR - 1910



JANUARY							FEBRUARY							MARCH							APRIL						
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							30	31																			

ROYAL BLUE TRAINS

C. S. WIGHT.
GENERAL TRAFFIC MANAGER
BALT. & O. R. R.

B. N. AUSTIN.
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT.
GEN'L. PASS. AGENT, BALTIMORE.

ROYAL BLUE





Travel Is Comfortable

AT NIGHT AS
WELL AS DAY

ON THE

Baltimore & Ohio

Trains 5 and 6, "New York-Chicago Limited," are entirely new trains, **electric lighted from end to end**. The new steel-framed Coaches, finished in mahogany, combine attractiveness

with comfort and safety. The Pullman drawing-room Sleeping Cars, which have both upper and lower berth lights, the Observation Cars and Dining Cars, all have **electric fans**.

Trains 1 and 2, "New York-Cincinnati-St. Louis Limited," have new steel-framed Coaches and **electric-lighted** drawing-room Sleeping Cars, with upper and lower berth lights and **electric fans**.

The "Royal Limited" trains between Washington, Baltimore, Philadelphia and New York are **electric lighted throughout** and are equipped with **electric fans**. No extra fare other than regular Pullman charge.

The **midnight Sleeping Cars** between New York, Baltimore and Washington, in both directions, are equipped with **electric lights and fans**.

All **Dining Cars** of the Baltimore & Ohio Railroad are **electric lighted** and provided with **electric fans**.

(From the Baltimore News, May 31, 1901)

TAFT MAKES RECORD RUN ON THE B. & O.

Covers Distance Between Baltimore And Washing- ton In 36 Minutes.

Washington, May 31.—While he did not quite break the Baltimore and Ohio record, President Taft covered the distance between Baltimore and this city last night in 36 minutes. This was the fastest run the chief executive has enjoyed since he became President.

The President had been to New York to review a parade of veterans. His special train reached Baltimore at 8:20 o'clock. A short stop was made at Camden Station, and at 8:24 the fast run was begun. At 9 o'clock on the minute the special pulled into Union Station, Washington.

Railroad people say that some years ago, when the Baltimore and Ohio was called upon to rush the Washington fire apparatus to the Baltimore fire, this record was lowered. Then once or twice since that time trains have covered the 40 miles at something like 40 to 45 miles an hour. Never, though, has a President been whisked between the two cities at such a rate.

PLAYGROUND BALL SCORES

The scores in yesterday's game in the playground were as follows:

The "Royal Limited" of the Baltimore & Ohio Railroad makes the run in each direction between New York, Philadelphia, Baltimore and Washington every day, three hundred and sixty-five times a year, at the same speed as that made by President Taft's special train on May 31st.

The "Every Hour on the Hour" express trains between Baltimore and Washington make the forty miles in 44, 45 and 50 minutes and some of these trains reach a seventy-mile gait every day.



Special Excursions and Conventions—1910

Atlantic City, Cape May, Sea Isle City, Ocean City, N. J., Ocean City, Md., and Rehoboth Beach, Del.—*East of the Ohio River*, Special Low-Rate Excursions August 4th and 18th and September 1st. *West of the Ohio River*, on August 18th.

Atlantic City—G. A. R. National Encampment, September 19th to 24th.

Atlanta, Ga.—Odd Fellows (I. O. O. F.), Sovereign Grand Lodge and Patriarchs Militant, September 19th to 24th.

Chicago, Ill.—Knights Templar, Triennial Conclave, August 8th to 13th.

Milwaukee, Wis.—Supreme Lodge, Knights of Pythias, August 1st to 10th.

Pacific Coast Conventions

Los Angeles, Cal.—American Bankers' Association, October 3d to 7th.

Pueblo, Colo.—National Irrigation Congress, September 26th to 30th.

San Francisco, Cal.—American Osteopathic Association, August 1st to 6th.

American Veterinary Medical Association, September 5th to 9th.

Delta Upsilon Fraternity, September 7th to 9th.

Concatenated Order of Hoo Hoo, September 9th.

Victoria, B. C.—Methodist Church, General Conference, August 14th.

For full information as to rates, etc., apply at ticket offices, or write

TOURIST DEPARTMENT

Baltimore & Ohio Railroad Co.

BALTIMORE, Md.

BOOK OF THE ROYAL BLUE

AUGUST, 1910

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PRICE, 5 CENTS

50 CENTS PER YEAR



BRIG.-GEN. GEORGE F. RANDOLPH, GENERAL STAFF, U. S. A.,
FIRST VICE-PRESIDENT BALTIMORE & OHIO RAILROAD

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY
BY THE
PASSENGER DEPARTMENT, BALTIMORE & OHIO RAILROAD
WILLIAM ELLIOTT LOWES, EDITOR

VOL. XIII

BALTIMORE, AUGUST, 1910

No



NEW STEEL-FRAMED PASSENGER TRAIN WITH "ATLANTIC" TYPE LOCOMOTIVE

Electricity a Factor in the Lighting of Trains



UNTIL recently the scientific and systematic application of electricity in the lighting of passenger trains, generally, was not sufficiently advanced and well established to warrant its general adoption, except on the better class of limited trains which were operated as a unit between terminals. For many years special feature trains on various railroads were electrically lighted, and the many lessons learned in the difficulties encountered have brought about improvements from month to month until the service has reached an efficiency to make it desirable for use on all trains.

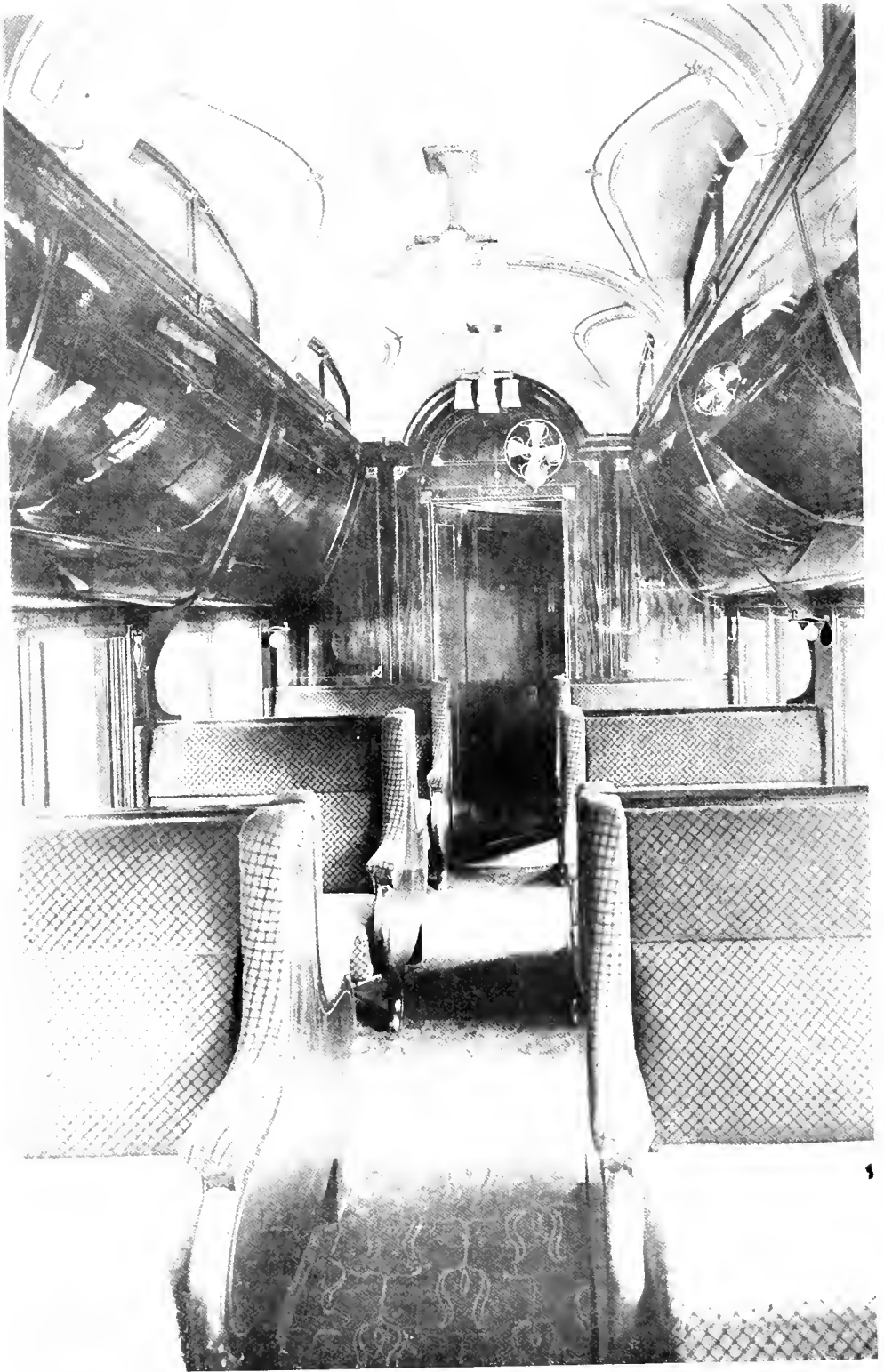
There are three methods: One by which the electricity is supplied from a generator in the baggage car; another by the axle system, wherein each car is a unit; and also by the straight storage system, where each car is provided with storage batteries, which are charged at terminal points.

For many years the "Royal Limited" exclusively Pullman trains of the Baltimore & Ohio Railroad between New York, Phila-

delphia, Baltimore and Washington have been electrically lighted, as well as the dining cars. The latter cars are supplied by individual axle generators, with storage batteries, while the "Royal Limited" trains are supplied from one large axle generator at forward part of train and batteries on each car.

In the electric-lighting plan adopted by the Baltimore & Ohio Railroad on May 24th, both the head-end and axle generator systems of lighting were applied. A distinctive feature in sleeping cars was the placing of berth lights in the upper as well as the lower berths in all of the Pullman cars. This feature adds much to the comfort of those retiring late, as well as those desiring to read after retiring. All of the Pullman sleeping and parlor cars of the Baltimore & Ohio System will be lighted in this manner as fast as the cars are equipped with the lighting device, about one-quarter of the number of cars in use having been properly equipped at the inauguration of the service.

The system of lighting used on the New York and Chicago limited trains is known as



INTERIOR OF PULLMAN DRAWING-ROOM SLEEPING CARS OF THE BALTIMORE & OHIO RAILROAD,
SHOWING POSITION OF ELECTRIC LIGHTS AND FANS

ELECTRICITY A FACTOR IN THE LIGHTING OF TRAINS



THE "PACIFIC TYPE" OF PASSENGER TRAIN LOCOMOTIVE

the head-end system, an electric generator being placed in the forward part of the baggage car and steam supplied from the engine for its operation. Each car in the train is equipped with storage batteries and current for the lights and charging storage batteries is supplied from the generator. Each car in the train is equipped with a device whereby fluctuation in the intensity of light, so common in electrically lighted railway cars, is entirely eliminated, and the light furnished is therefore as steady and as pleasing as if furnished from a fixed central station plant.

An expert electrician accompanies each train, whose duty it is to see that the train is properly lighted at all times and that the electric fans are operated for the proper ventilation and temperature of the car.

The route of the "Chicago Limited," known as trains 5 and 6, is between New York, Philadelphia, Baltimore, Washington, Pittsburg, Akron and Chicago. There are two of these trains in operation in each direction, making four "Chicago Limiteds" on the road at the same time.

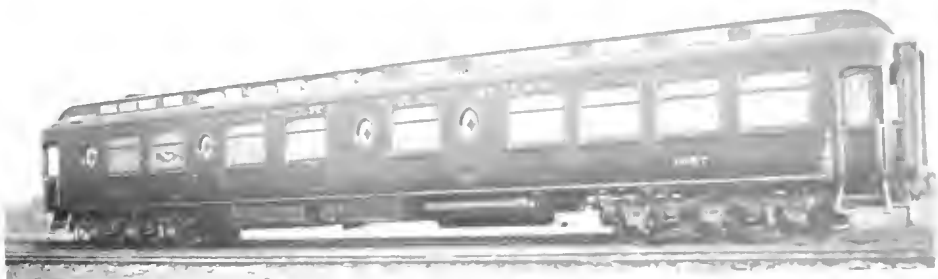
These trains are equipped with baggage

cars, day coaches, Pullman drawing-room sleeping cars, observation-parlor cars and dining cars. It is practically a steel train; the coaches are wood finished with cement floors, combining attractiveness with safety and sanitation.

On the "New York and St. Louis Limited," known as trains 1 and 2, the Pullman sleeping cars are supplied with the axle device, each car being a unit in itself. They are similar to those in use on the "Chicago Limited," having upper and lower berth lights and fans.

The sleeping cars on the night trains between New York, Baltimore and Washington are also axle device cars.

By September 1st, trains 7 and 8, known as the "New York and Chicago Special," running between these points by way of Benwood, W. Va., Wheeling, and Newark, Ohio, will be furnished with entirely new electric-lighted equipment from end to end. On the same date it is expected the entire sleeping car equipment of the Baltimore & Ohio System will be electrically lighted.



THE BALTIMORE & OHIO PARLOR CAFE CARS IN USE ON ALLEGANY DIVISION

The Traveler

By ESTHER JACKSON WIRGMAN

Night falls and from the quiet heights
I see the twinkling village lights,
As one by one in turn they show,
Dear and familiar, far below.

This one, doth a poor widow light,
Who hard must toil both day and night.
That, by a bed of pain, doth show
How love and mercy brightly glow.

Yonder, a booklover late doth read;
Another, dancing feet must speed.
Stop! listen! look! against the night
Shines out a strange, more brilliant light.

For as the moon bedims the stars,
The headlight, with its fiery cars,
Outshines the old familiar lights
With all its lure of distant sights.

And while my eyes with mists are wet
Of longing, restless, vague regret
With that bright traveler forth to roam,
How near and dear is home!



THE GOLF LINKS AT DEAL BEACH

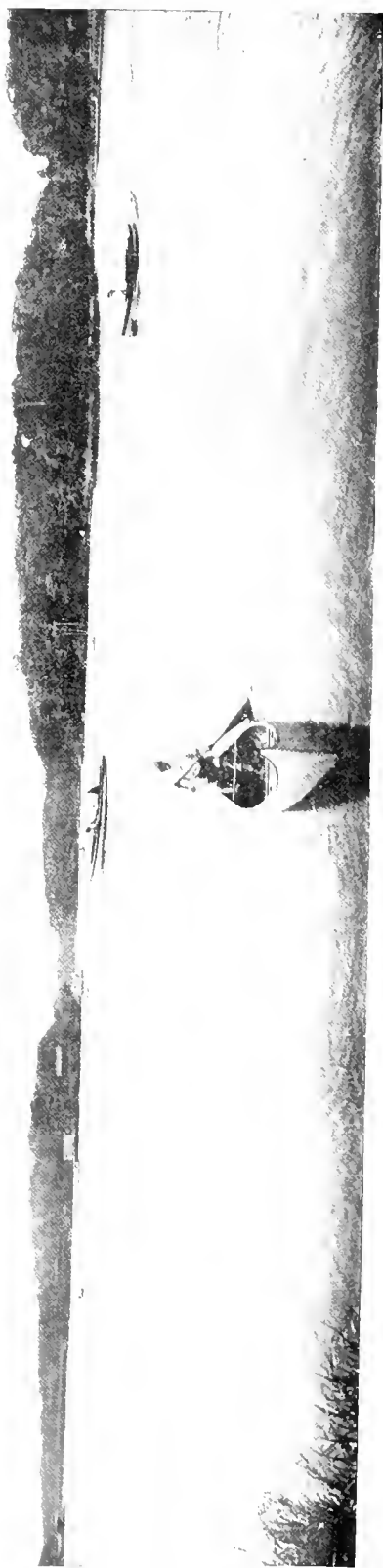


THE FAMOUS REMSON ROAD WEST OF DEAL

Back of the Shore Line on the London Coast



THE FAMOUS BOARDWALK AT ASBURY PARK, N. J.



PICTURESQUE DEAL LAKE AT ASBURY PARK, N. J.

Important Engineering Work Extending the Efficiency of the Baltimore & Ohio Railroad



At the present time the Baltimore & Ohio Railroad is undertaking the construction of improvements and facilities on a larger scale than ever before in the history of the road. The object of these improvements is to secure roadbed conditions that will permit the use of heavier engines and cars. Some of these additions consist of third tracks in the districts of heavy business and this together with the use of the larger equipment relieves the two present main tracks of their burden to a considerable extent and in this way adds to the comfort and safety of passenger travel and insures the regular running of the passenger trains.

The new work, which is either now in progress or authorized for early construction, extends from one end of the system to the other, from New York to Chicago and St. Louis, and no expense is being spared to provide comfortable, safe and uninterrupted transportation of passengers and sufficient carrying capacity of the quality demanded by shippers for all classes of commodities.

A very brief mention of these improvements, beginning at the eastern end of the system and working westward, will give some idea of the extensive development that is taking place and the amount of money that is involved.

The first piece of work after leaving Philadelphia is the rebuilding and strengthening of the bridge across the Schuylkill River. This work is a part of the broader proposition of strengthening all bridges on the Philadelphia Division, to permit of the use of heavier engines and equipment. This work, covering the whole division, has been in progress for some time and it is expected that by the first of the year 1911 the heaviest engines that are now built can be operated over this entire division between Philadelphia and Baltimore. This work involved the reconstruction of many of the smaller bridges, but two of the most interesting and important structures are the Brandywine viaduct and the Susquehanna River bridge.

The present structure of the Brandywine River is to be replaced by a new structure built on a solid foundation in order that this work may be carried out without interrupting the traffic.

The Susquehanna River bridge is a very important structure and is well known to engineering information the country over. This bridge has recently been changed from a single-track to a double-track structure and made of sufficient strength to carry the heaviest known engines and to allow for future increase in weight of equipment. It is over a mile long and the top of rails is four feet above the normal stage of the water in the river. Immediately at the west end of the structure a change of line is under construction, which eliminates reverse curves and permits of smoother and faster operation of passenger trains.

Leaving the Philadelphia Division is the work of grade crossing elimination in the city of Baltimore in the section between the west end of the tunnel between Mount Royal and Camden stations. This work has been started and when it is finished the objectionable and dangerous grade crossings in the southern part of the city will be eliminated. This has always been a very congested point, as these streets cross not only the tracks having the regular train movement, but also many side and yard tracks, which carry much switching movement. The elimination of these crossings will have the effect of increased safety and also of permitting the quicker entrance of trains into the Camden terminal. This is practically the extent of the work that is being undertaken on the Baltimore Division, the remainder of this particular division is in excellent shape to handle the traffic at the present time.

The Cumberland Division carries the largest tonnage of any of the divisions of the Baltimore & Ohio Railroad. At Cumberland there is a divergence of the two main lines, one to Grafton and thence to Pittsburg, and each of these carries to a coal field.

East of Cumberland the track work has provided all the way between Martinsburg and Orleans Road, and since then the

through this section are being extended to allow for these third tracks. The larger structures of this kind are found at Sleepy, Great Cacapon and Little Cacapon creeks. It is expected that this third-track work will handle the traffic which comes from the coal fields and passes through Cumberland and Keyser yards.

A most important improvement is under way on what is known as the seventeen-mile grade between Piedmont and Altamont. At Altamont the grade reaches the highest point on the Baltimore & Ohio Railroad in the Alleghany Mountains, and on this grade the Baltimore & Ohio is constructing passing tracks which permit of handling a greater number of trains.

On the summit of the Alleghany Mountains, between Deer Park and Mountain Lake Park, a continuous third track is under construction, also for the purpose of increasing the number of trains which can be handled from the coal traffic passing through Grafton.

Between Terra Alta and Grafton are heavy grades, which have to be climbed by all eastbound trains. There will be added a third track over this entire section to facilitate the handling of traffic and to relieve the two present main tracks. All this third-track work means an uninterrupted operation of passenger traffic, in addition to the increased freight-carrying capacity. In this section between Grafton and Terra Alta a new double-track tunnel, to take the place of the present Kingwood tunnel at Tunnelton, and a slight revision of the present line, will be constructed, about three miles east of the tunnel. This new tunnel will be ventilated by the most modern ventilating plant which it is possible to construct. This will be a most important and interesting feature and deserves a great deal of attention. It will eliminate all the disagreeable effects of passing through a tunnel. The smoke of the engines will be carried ahead of the train and passengers will be as comfortable and breathe as pure air while passing through the tunnel as at any point on the line outside.

At the end of the Cumberland Division, at Grafton, a new yard is being constructed to receive and classify coal and other traffic from the West Virginia and Pennsylvania coal fields.

Beginning again at Cumberland and going westward over the line to Pittsburg,

a third track is being constructed between Philson and Manila, and Sand Patch and Yoder, at the west end of the Hyndman grade. Sand Patch tunnel is to be eliminated and a new double-track tunnel, 2.6 miles long, is to be built on a revised line. This revision of line extends westward to Meyersdale. In addition to facilitating passenger movement this revision secures a low-grade freight line from the Somerset coal regions to the summit of the Alleghany Mountains, from which point further movement eastward is down hill. The new tunnel at Sand Patch will be ventilated in the same manner as the tunnel at Kingwood, and a passenger riding through the long tunnel will have absolutely no trouble with smoke nor gases from the engines, and will have good pure air.

Further westward on the line to Pittsburg a third track is to be constructed between Connellsville and McKeesport.

At several points on the Cumberland Division there exist at present tunnels of varying lengths, which are to be eliminated and made open cuts. The names of these tunnels are Everett, Rodemer, Murray and Hitchcock, and their elimination adds to the safety and comfort of all train movements, especially those of passenger trains.

The elimination of grade crossings is receiving attention at many of the smaller towns on the system. West of Pittsburg the Bakerstown tunnel is to be eliminated by excavation and made into an open cut in a similar manner to those on the Cumberland Division.

West of Grafton yard the next improvement is found at Lumberport, where a crossing of the West Fork River is made and a connection thus provided between the Monongahela River Railroad and the West Virginia Short Line. This cut-off provides another outlet west to the lakes for Fairmont coal.

West of the Ohio River a revision of grades is under way on the Cleveland, Lorain & Wheeling Railroad, which is a heavy freight-carrying line to and from the lakes.

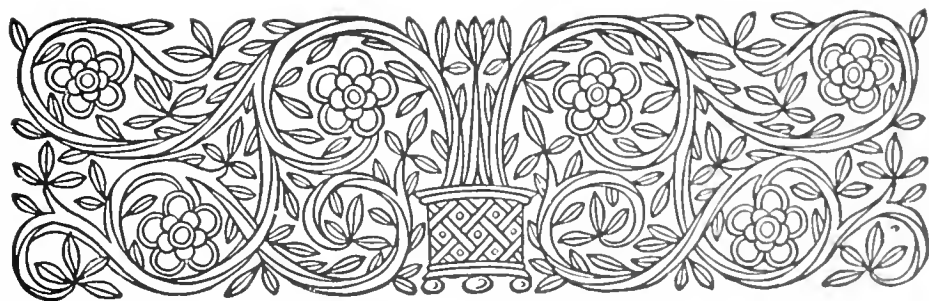
The elimination of grade crossings in Columbus is a large piece of work, and on the Chicago Division second track is being laid over the district between Wellsboro and McCools.

At Lorain extensive improvements in the waterfront and docks and wharves is being

made in order to handle the lake traffic, and in Chicago track elevation and grade crossing elimination is in process of construction. This in itself is a most important and extensive work and is one of the most costly and complicated elimination of crossings at grade that has been attempted in any city in the country. This will be fully realized by any one who is familiar with the net-

work of railways which enter the city of Chicago.

The above improvements constitute the larger pieces of work which are being done by the Baltimore & Ohio Railroad, and which are visible to any one riding over its lines, but does not include many smaller improvements which have been made over the entire system.



Only an Editor Now

By L. H. ROBBINS
In Newark (N. J.) "Evening News"

Once he was a President, potent and grand,
But he's only an editor now.

Once he was hailed as the head of the land,
He is only an editor now.

Once in the White House he kinged it in state;
Princes and diplomats thronged at his gate,
But oh! what a fall for a person so great! —
He is only an editor now.

Once on his brow was a glittering crown,
Yet he's only an editor now,
Trust-boasted tyranny quaked at his frown,
Yet he's only an editor now.
Captains of capital, doctors of graft,
Sea-going pirates and masters of craft,
Shook when he glowered, and leapt when he laughed,
Yet he's only an editor now.

Many a prophet he put in eclipse,
But he's only an editor now,
Pearls were the maxims that fell from his lips,
But he's only an editor now.
Statesmen declare that the papers to day
Are solely perused for the news they purvey
And not for the things that the editors say—
And he's only an editor now.

The beasts in the jungle ran howling from him
Who is only an editor now,
Alas! that a hunter so mighty of limb
Should be but an editor now.
Would the lion have felt it so needful to flee,
Would the lynx and the leopard have hid in a tree
If they had foreseen that their terror would be
Only an editor now.

For years a scientist held in esteem,
He is only an editor now,
Autochthonous ungulates once were his theme,
But he's only an editor now.
Old World enlightenment harked to his lore
And decked him with ribbons and medals a score,
But sages and seers will attend him no more;
He is only an editor now.

Chummy no longer with Kaiser and King,
Only an editor now—
Ah! how the thought of the come-down must sting—
Only an editor now!
A penny a-liner, reformer, at that;
No one to cheer him or flourish the hat;
Signs "Ed.," not "Ted.," at the end of his chat—
Only an editor now.

Glory and honors forever behind,
He's only an editor now,
Homeward he comes to the grit and the grind,
Only an editor now.
Home to the paste and the shears and the sweat,
To the rush and the clank and the clatter—and yet
He's the happiest man in creation, I'll bet,
For he's only an editor now.



FLORIAN



THE CHRONOMETER
THE RAILROADS INDICATE

The Cost of Living to Railways

*By EDWARD W. HARDEN

From "The Outlook," April 9, 1910



IT IS hard for the average man to imagine any well-managed corporation otherwise than prosperous with the country at large doing a full volume of business. Most of us, if we give the matter a thought, think of a corporation as charging the purchaser "a good round profit" for what it provides him, and getting the profit under any and all variations of the cost of production. That any large number of corporations find themselves between the same upper and nether millstones of rising prices for the necessities of life and rigidly fixed income as does the individual wage-earner or professional man today will strike perhaps nine readers out of ten as a biased, if not wholly unwarranted assertion; if one should say that the most important single class of corporations in the country has been for years less able to help itself in this predicament than the least skilled of its 1,500,000 employees, his unsupported statement would be almost everywhere dismissed with a laugh.

Yet it is proved by an abundance of quite unimpeachable evidence that, whereas the only variation worth mentioning in the general level of railway compensation for the last two decades has been downward, the railways have not only had to come to the rescue of their own employees with repeated increases of wages, but have had to bear, through the increased cost of materials and supplies of all kinds, a large proportion of the related increase in the market price of labor in all the other industries. Nor is this all. The owner of timber lands has advanced his prices for cross-ties, car siding and bridge timbers out of all proportion to the higher cost of the labor entering into their production; the owner of iron in the ground and of every other raw material of which railways are made and maintained has done the same.

In the pending struggle between the railway companies and their employees, extending almost literally from ocean to ocean,

the position of the men is based squarely on the contention that there has been a substantial increase in the cost of living since the last general adjustment of wages was made. The men are right. I do not mean to say by any means that they are entitled to receive all of the concessions as to rates of pay and hours of employment that they have demanded, for it is a well-understood fact that labor leaders and railway employees, even more than most other classes, are in the habit of deliberately pitching their initial demands upon a level which shall enable them later to make an impressive exhibit of voluntary compromise. But still it is as true as it is remarkable that the cost of the railway man's living has very sensibly increased even since February, 1907, when the last of a series of wage advances which began on the Pennsylvania Railroad in October, 1906, and gradually spread westward, was made.

The railway corporation receives money for the transportation of freight and passengers, and the sums collected are used first for the payment of wages, for the purchase of supplies necessary for the operation of its road, for the maintenance of track and right of way, for repairs of cars and locomotives, re-laying of rails and the many items which are included in the one general term of operating expenses. Approximately 70 per cent of all moneys received by railway corporations goes for these items. An increase in the cost of cross-ties, of oil, of fuel, of waste, or any of the items given in the tables farther along in this article, or an increase in the wages of employees, tends to increase the operating expenses and brings a consequent decrease in the amount left for interest on funded debt and for dividends. The interest on the funded debt is a fixed charge which must be paid if the corporation is to continue solvent. The margin between the receipts of railway corporations and the sums expended for operating and for interest on the bonded debt has been materially reduced by the increase in the cost of living of the railways.

The section hand or switchman or freight

THE COST OF LIVING TO RAILWAYS

handler cares little for elaborate index figures on the cost of commodities, except as they may corroborate his own findings. He has more intimate and practical knowledge of what he is able to save in 1910 out of the "raise" that he obtained in 1906. I have before me a copy of a schedule of prices of living necessities which was presented to the president of one of the most important of the Eastern trunk line railways a short time ago. It gives the prices of 1906 and 1909 at a well-known interior city of moderate size, which happens to be an important division point and freight-handling junction on the system. This city was selected for the test because it has experienced no boom in real estate, nor any considerable increase in population, and is a fair type of all the communities between New York and the Mississippi Valley in which the system's employes live. For the sake of accuracy the president of the road had most of the leading items verified in the town in question, and then admitted that, so far as they had gone, the men had made out a strong case. The list is too long to reproduce in full, but some of its most salient features are as follows:

	1906	1909	Increase	Per Cent
Flour (25 pounds).....	\$.75	\$.85	\$.10	13.30
Round steak.....	.16	.20	.04	25.00
Sausage.....	.12	.16	.04	33.33
Pork chops.....	.12	.18	.06	50.00
Rib roast.....	.16	.22	.06	37.50
Milk.....	.06	.07	.01	16.66
Potatoes (bushel)....	1.00	1.35	.35	35.00
Tomatoes (canned)....	.10	.12	.02	20.00
Peas ".....	.12	.15	.03	25.00
Peaches ".....	.18	.25	.07	39.00
Corn ".....	.10	.13	.03	30.00
Butter (pound).....	.36	.40	.04	11.10
Lard ".....	.14	.18	.04	28.60
Rice ".....	.08	.10	.02	25.00
Coffee ".....	.30	.35	.05	16.66
Tea ".....	.40	.50	.10	25.00
Coal (ton).....	6.75	7.00	.25	3.73
" (bag, 100 lbs.).....	.35	.40	.05	14.28
Coffee-pot.....	.30	.40	.10	33.33
Brooms.....	.25	.45	.20	80.00
Dish-pans.....	.50	.60	.10	20.00

DECREASE IN QUANTITY FOR SAME PRICE

	1906	1909	Decrease	Per Cent
Bread (5c loaf).....	16 oz.	12 oz.	4 oz.	25.00
Oatmeal (12c pkg.).....	32 "	20 "	12 "	37.50
Crackers (12c pkg.).....	16 "	14 "	2 "	12.50

Rents are not given in the above table for the reason that the men had compiled a rather elaborate exhibit for half a dozen streets in the city and one suburb. Except in the suburb the figures given represented apartments, and ranged, for 1909, from

\$14 to \$20 per month. The smallest rate of increase in the three years was 6.66 per cent and the greatest was 40 per cent. As for the important subject of clothes, the men found that from 1906 until 1908 there was no appreciable variation in the price of cotton goods, but during 1909 shirts had been advanced 10 per cent, overalls 10 per cent and woolen or part woolen clothing 10 per cent. In cotton piece goods prices had been somewhat reduced, but local merchants stated that a general increase on all cotton goods, ranging from 10 to 25 per cent, was contemplated to take effect early in 1910. Carpets, rugs, window shades and oilcloth were cheaper than in 1906.

In a general way these figures are confirmed by the results of an investigation made by the Census Bureau of the United States Government. The bureau found that 44 per cent of the total expenditure of the average family of moderate means is made for food. A typical family of five members with an income of \$850 per year was found to have expended \$318.40 for food in 1906 as compared with \$393.14 in 1909, an increase of \$74.65, or 23.44 per cent. This same inquiry disclosed such increases as 31 per cent in the price of beef, 62 per cent in the price of pork, 35 per cent in poultry, 12 per cent in eggs, 25 per cent in milk, 11 per cent in butter, 31 per cent in flour, 25 per cent in bread, 21 per cent in potatoes and so on.

The point of all this is that such increases in the cost of living have nearly, if not quite, deprived the railway workman of the benefit of a wage increase three years ago, amounting at the maximum to 17 per cent. Hence the railways are today face to face with the necessity of again granting their men some increase in pay, notwithstanding the fact that they are themselves hard pressed to meet the constantly rising cost of their own living.

It must be remembered that the violent industrial reaction of 1907 and the enormous reduction in railway revenues consequent upon it cost the employes nothing in the rate of their compensation, contrary to the experience of the workers in the steel mills, the cotton and woolen mills, the copper mines and other industries. While the railways are receiving little more than the lowest compensation per unit of service in the whole existence, their employes are asking an increase over the highest wages that have ever prevailed for the classes of labor in

question, under anything like normal industrial and economic conditions. It is true that railway managers applied the knife vigorously to their total labor expenditures a little less than two years ago by weeding out the less competent and putting others on part-time schedules; but when the time came again to recruit full forces, the men returned at the same high wages they had received before the panic. The course of railway labor costs over the past twelve years cannot be more accurately shown than in the appended table of Interstate Commerce Commission returns, showing the average daily compensation of all the larger classes of railway employes from 1897 to 1908, inclusive, with the percentage of increase in each case. See below.

Even these authentic figures do not fully measure the increase in the cost of labor, because this record of individual daily compensation takes no account of what the companies get today for a day's wage as compared with what they obtained ten or twelve years ago. Limitation by State and Federal laws of the hours of service and the "full train crew" laws in most of the States are estimated by competent railway authorities to have added \$20,000,000 to the annual cost of operating the country's railways, without adding one dollar to their income.

So much for the rise in the market value of railway labor. Wages paid by transportation companies directly to their own employes absorb on the average 40 per cent of their gross receipts from transportation. The cost of materials and supplies absorbs, roughly, another 30 per cent. The rise in the cost of materials since 1897, when the present upward movement of commodity prices may be said to date its decisive beginning, has apparently been even greater than the advance in wages. The

books of the purchasing department of a representative Eastern system furnish the following comparison of material prices paid in 1909 and 1897:

	1897	1909	Inc. Per Cent
Cross-ties each	\$.37	\$.80	116.2
Crank-pins cwt.	2.31	4.78	107.0
Cast-iron pipe ton	13.50	26.50	96.3
Bridge timbers M. ft.	20.76	38.00	83.0
Car siding "	17.00	31.00	82.3
Box cars each	532.00	920.00	72.8
Gray iron castings..... cwt.	1.30	2.00	66.7
Cut nails "	1.10	1.80	63.6
Piston rods "	2.25	3.57	59.0
Bar iron..... "	1.10	1.70	54.5
Car axles "	1.45	2.20	51.7
Rails ton	19.00	28.00	47.4
Angle bars cwt.	1.02	1.50	47.0
Malleable iron castings "	2.70	3.75	39.8
Main and side rods..... "	2.75	3.75	39.0
Cast-iron wheels each	7.50	9.30	25.0
Barbed wire cwt.	1.70	2.10	23.5
Wire nails..... "	1.18	1.80	21.7
Track spikes "	1.45	1.75	20.7

In this same period the cost of locomotives has increased from a maximum of about \$12,000 to a maximum of about \$20,000 and the cost of freight cars, which the railways buy by the hundreds of thousands annually, and of which they destroy and retire about 100,000 annually, has increased from an average of \$700 or \$750 to well above \$1,000 each. Fortunately, the higher cost of motive power and rolling stock is partly offset by the greater efficiency and capacity of the latest types of equipment, else these two items alone would have involved veritable disaster. Fuel, which plays so essential a part in the production of transportation, has not escaped the general trend of economic conditions, notwithstanding the constant efforts of the railway companies to develop their own coal supplies. In the year ended June 30, 1908, fuel alone cost the roads 7.74 per cent of their gross earnings, against 5.81 per cent in 1898.

	1897	1900	1905	1907	1908	Inc. '08 over '97
Station agents.....	\$1.73	\$1.75	\$1.93	\$2.05	\$2.10	\$.37 or 21.4%
Enginemen.....	3.65	3.75	4.12	4.30	4.46	.81 " 22.2"
Firemen.....	2.05	2.14	2.38	2.51	2.76	.71 " 34.6"
Conductors.....	3.07	3.17	3.50	3.69	3.83	.76 " 24.8"
Other trainmen.....	1.90	1.96	2.31	2.51	2.64	.74 " 38.9"
Machinists.....	2.32	2.30	2.65	2.87	2.95	.72 " 32.3"
Carpenters.....	2.01	2.01	2.25	2.40	2.40	.39 " 19.4"
Other shopmen.....	1.71	1.73	1.92	2.06	2.13	.42 " 24.6"
Section foremen.....	1.70	1.68	1.79	1.90	1.96	.26 " 15.3"
Other trackmen.....	1.16	1.22	1.32	1.46	1.45	.29 " 25.0"
Switchmen, flagmen and watchmen.....	1.72	1.80	1.79	1.87	1.82	.10 " 5.8"

¹ The small increase shown in the wages of switchmen, trackmen and watchmen is due to the fact that this subdivision includes a large number of crossing flagmen who are superannuated, and whose wages, which run from \$25 to \$50 a month, are practically stationary.

THE COST OF LIVING TO RAILWAYS

To put the same thing in another way, gross earnings increased 94.1 per cent in the ten-year period, while the cost of fuel increased 176.3 per cent.

While I have no desire to raise a question over the advantages or disadvantages of the regulation of common carriers by the Federal and State Governments, it is an incontrovertible fact that the elaborate reports now required by the Interstate Commerce Commission and the local authorities in a majority of the States have added enormous sums to the permanent cost of operation, to say nothing of the expense of legal representation and the submission of evidence in the investigation of railway affairs by almost innumerable governmental agencies. More or less connected with the increasing tendency to make the railways a political issue is the increase in railway taxation during the past decade. In 1909 taxes absorbed 3.7 per cent of the aggregate gross earnings, whereas in 1899 they represented 3.5 per cent.

In another method of comparison, gross earnings and taxes can be stated on a "per mile" basis, as follows:

	1899	1909
Gross earnings	\$10,704	\$20,822
Taxes	2,001	2,166
Increase	\$83,700	\$136
Per cent. of inc.	52.8	55.3

Thus taxation has more than kept pace with the gross volume of business transacted,

remarkable as the expansion of railway traffic has been in the decade. To this increasing burden of the Federal Government, as well as the new corporation tax law, which the courts, is about to add a new weight.

Not to multiply details, it may be said in brief, of the cost of new capital that the average interest rate on railway bonds has shown a moderate but steady downward tendency in the past ten years, and that the opinion of the most competent judges is that this tendency will continue in the immediate future. Interest is imperatively required to keep the railways abreast of the demands upon them, and, of course, be included in what it costs the railways to live.

No one who gives the subject serious study can avoid the conclusion that the railways of the United States have been affected by the increased cost of living to quite as great an extent as has any individual, and, moreover, that they are subject to a variety of influences tending to increase the current cost of their existence which do not affect the individual. In another article I propose to take up the bearing of this great aggregate increase upon the question of freight rates, and to consider whether the country can afford to compel the owners of its vast transportation lines to be longer content with a constantly narrowing margin of profit.

The author of the article is a well-known commercial and transportation expert, and a journalist of world-wide fame. He is now at Manila, Philippines, where he is engaged in banking business. He has been a contributor to the *Financial Review* for many years. Mr. Harden's pen is well known to the readers of the *Financial Review*.



Business Men's Views on Current Topics—I

The Necessity of Railroads to Advance Rates



WITH everything else going up, it is unreasonable to suppose that railroad rates should not advance in the same manner as the cost of the commodity it carries advances. It is timely to note the fact that the railroads did not advance their rates first and be blamed for bringing about the advances which have been made in the cost of nearly all commodities. There are fair business men who recognize this fact. Says one:

"No matter how objectionable an advance in freight rates may be to business men, we must recognize that an improvement in general business is dependent upon betterment of operating and financial conditions of railroads. That operating results are unsatisfactory is readily seen by the latest Interstate Commerce Commission reports, which show that for the nine months ending April 1, 1910, eleven railroads of west and north of a line drawn from Chicago to St. Louis, compared with the same period in 1909, had their gross earnings increase about \$50,000,000, while net earnings decreased \$3,500,000, and for the month

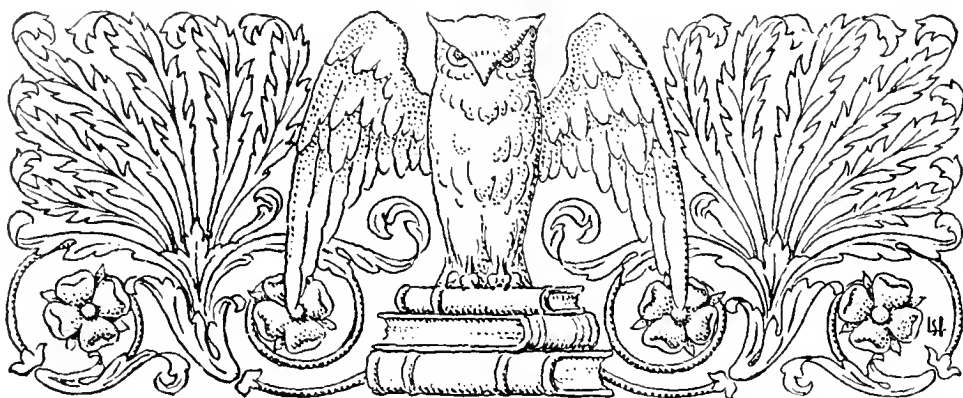
of March on the same comparison they show an increase of \$7,000,000 in gross and a decrease of \$965,000 in net earnings. These same railroads had their taxes increased over the previous year \$2,500,000, or 14 per cent, and had to pay higher rates of interest on their loans. These roads, covering the most prosperous part of the country, may be considered representative of general railroad conditions.

"Attention is called to the fact that wage increases were not in force during this period and from now on will greatly increase the operating cost.

"During the past three years of poor business expenditures for maintenance were necessarily at the lowest point and in consequence the motive power, equipment and tracks now demand a greater proportion of operating expenses.

"As transportation is the backbone of business its weakness or inefficiency cripples every other condition, because all products are valuable in the ratio of their accessibility to the consuming market.

"It is most important to the shipper that railroads at all times are fully equipped to take care of an increase in his business."





The New National Museum at Washington



FOR those who desire to see something new and something beautiful in Washington, the new National Museum, which was opened last March, ought to suffice. If one went to London, he would be sure to go to the British Museum. But one is too apt to overlook many things in his own country and this is a most important one which is overlooked. Just what the National Museum is and what it stands for is described in the Washington "Herald" as follows:

"Few people outside of the Capital, even those interested in scientific work, have any idea of the scope of this institution, its place in the scientific world, or that some of its collections are superior to any similar ones in existence. Educated Americans, students even, ignorant regarding the resources of the museum, have crossed the ocean in search of material which lay at their very door. Such was the young ethnologist who made a pilgrimage to the University of Berlin, there to visit an authority in his branch and to examine the ethnological collection of American Indians.

"'Go back to your own home,' said the gruff old scientist to his would-be disciple; 'go back to your own men and your own collection in the National Museum at Washington. We have nothing to equal their American Indian exhibit over here, nor have they in London. A fine ethnologist you'll make, not knowing your own authorities.'

"The plan for a national museum originated as far back as 1788 in connection with a proposed Federal university, which was much exploited in those days, but never

materialized. Later on, in 1806, to be exact, Joel Barlow, preacher, speculator, political agitator, man of letters, one time American Minister to France, and the author of the *Columbiade*, which was to prove the great American epic, but survives only as a literary curiosity, and one of the most picturesque characters of his time, developed a plan for a 'national institution.' His ideas were taken from the natural history and art museums of France, where he had resided for some time, and he was as enthusiastic in advocating this plan as he was in pushing every other project he attempted.

"The young republic, however, was tormented with too many political troubles at that time to consider its scientific and art interests, and Barlow's scheme came to nothing. The seed he planted lay dormant for many years, but it finally germinated and more than three decades after bore fruit, for in 1842 a national institute was actually established.

"The author of this organization was the Hon. Joel Roberts Poinsett, of North Carolina, who at the time was secretary of war in President Van Buren's cabinet. Mr. Poinsett was one of the best-informed and broadest-minded statesmen of his day, but, above everything else, he was a scholar and a student, and the crowning effort of his life was the founding of the National Institute, the last effort, as well, for shortly after this he retired to his estate at Statesburg, N. C., where he died ten years later.

"The National Institute was incorporated by Congress in 1842 for a term of twenty years, 'and no longer, unless Congress shall by law prolong its existence'

Congress, however, made no law 'to prolong its existence,' and it was dissolved at the end of that twenty years and its collections, which included many valuable works of art, were deposited with the Smithsonian Institution. Previous to this a collection of models and natural products, which had, until then (1858) been in the custody of the Commissioner of Patents, was placed in the Smithsonian, which already possessed the Smithson cabinet, an interesting and really scientific collection of minerals included in the founder's bequest.

"There is a general misunderstanding of the relations of the Smithsonian Institution and the National Museum. The beginnings of the museum have been named above. Its object, in the simple words of the first secretary of the Smithsonian, Professor Henry, 'is the establishment of a collection of specimens of nature and art which shall exhibit the natural resources and industry of the country, or present at one view the materials essential to a condition of high civilization which exists in the different States of the American Union; to show the various processes of manufacture which have been adopted by us, as well as those in other countries; in short, to form a great educational establish-

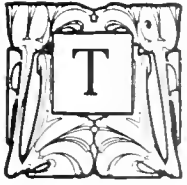
ment, by means of which the inhabitants of our own country, as well as those of foreign lands who visit our shores, may be informed as to the means which exist in the United States for the enjoyment of human life in the present and their improvement in the future. The Smithsonian Institution, on the other hand, does not offer the results of its operations to the physical eye, but presents them to the mind in the form of new discoveries, derived from new investigations and an extended change of new ideas with all parts of the world.

"The National Museum is governed by the Smithsonian Institution, but supported by appropriations made by Congress and dispensed by the Smithsonian authorities. The Smithsonian, as is well known, is maintained by funds bequeathed to the United States by John Smithson, the natural son of the Duke of Northumberland and 'Elizabeth,' as her son describes her, 'the heiress of the Hungerfords of Studley and niece of Charles, the proud Duke of Somerset.

"The injustice he felt at the circumstances of his birth is said to have inspired him to will his estate to the United States, to be used 'for the increase and diffusion of knowledge among men,' and this idea is borne out by Smithson's own testimony.



The Fate of the Pioneer



THE first regular airship passenger service was inaugurated June 22d, when Count Zeppelin's great craft, the "Deutschland," carrying twenty passengers, successfully made the first scheduled trip from Friedrichshafen to Dusseldorf, Germany, a distance of 300 miles, in nine hours.

Six days later the great leviathan of the air was totally wrecked in the forest near Dusseldorf and the thirty-three passengers aboard had narrow escapes from death as the great ship fell on the tops of the trees in the dense forest, which broke its fall. The maiden voyage of this monster dirigible had set the world to thinking and the unfortunate disaster is to be regretted.

On its first trip the weather was perfect and the motors worked faultlessly. The average time maintained for the complete course was approximately thirty-three miles an hour, but between Friedrichshafen and Stuttgart, the 124 miles was covered at an average rate of forty-one miles an hour. The best speed for a single hour was forty-three and one-half miles.

Count Zeppelin was at the helm when the "Deutschland" rose at Friedrichshafen at 3.00 o'clock in the morning on the trip that was to mark an epoch in aviation. The passengers were some of the directors of the Hamburg-American Steamship Company and the German Airship Stock Company, joint owners of the dirigible, and guests. They occupied the mahogany-walled and carpeted cabin situated between the gondolas, and from the windows of which they viewed the scenery as the aerial car swept along. Count Zeppelin steered for the greater part of the distance.

The route was via Stuttgart, Mannheim and Cologne to Dusseldorf. It had been carefully marked out in advance for the guidance of the pilot and was followed exactly. There was no air stirring and the "Deutschland" made her way unhampered through a flood of bright sunshine.

The hour and minute of the passing of the various points were retained ahead, so that precisely the cities on the line, which were 100 miles apart, but the inhabitants of all the towns and villages turned out and cheered enthusiastically as the immense torpedoes passed with its whistling screws. It was seen from heads at a height of between 2,000 and 3,000 feet.

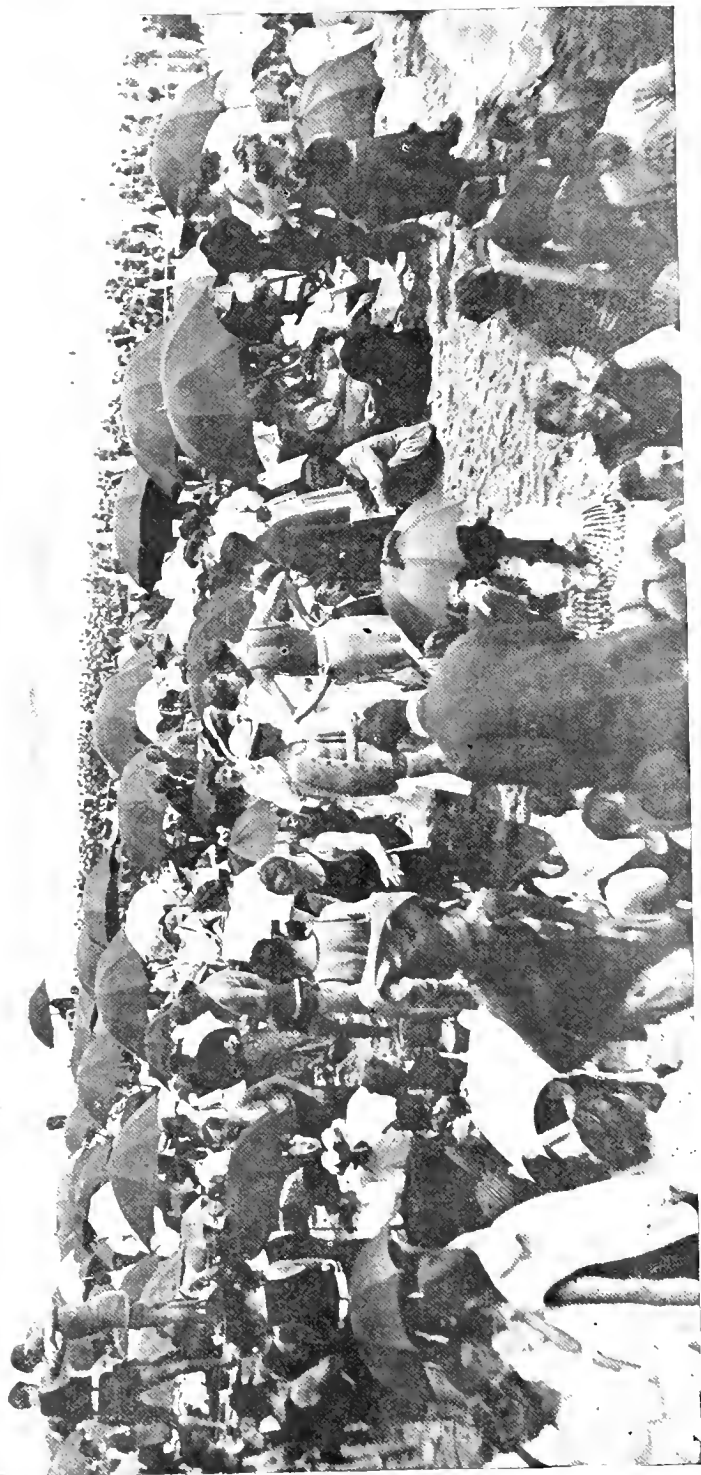
The "Deutschland" swirled to a landing at noon and the multitude surrounding the landing yards shouted a welcome. The city was gaily decorated in honor of the event.

Regular trips were to have been made and many tickets were sold for the next ten days at from \$25 to \$50 each.

The airship was equipped with a restaurant, which was to supply the passengers with a buffet service, such as is afforded in parlor cars on railroad trains.

The "Deutschland" was 485 feet long, 40 feet wide. Its gas capacity was 24,850 cubic yards, and it carried three motors having a total of 350 horsepower. It was designed to maintain a speed of thirty-five miles an hour. Its lifting capacity was 44,000 pounds, of which 11,000 pounds covered the crew, passengers and express. It was expected to be able to accomplish a continuous trip of 700 miles.

Count Zeppelin experienced five serious accidents in a period of two years. His first airship, the "Zeppelin I," was struck by lightning and destroyed at Stuttgart after descending because of a broken motor. The "Zeppelin II" was partially wrecked in collision with a tree at Goepfingen after an 850-mile trip. It was reported at a later date that the airship was wrecked by a gale while on earth at Wehrberg. Then came the wreck of the "Deutschland" and on July 20th the works of the Zeppelin Airship Company were demolished by two explosions. The intrepid inventor, who has the full confidence of the German government, was not dismayed, but will continue to battle with Nature.



THE JERSEY SHORE IN AUGUST

The Truthful Chicken

A Story of Mount Vernon

By DR. THOMAS CALVER

Down at Mount Vernon, one autumn day,
I walked about in the usual way
And saw many sacred objects there,
And filled myself with patriot air.
I saw the spinet Nellie Custis played;
The trees that gave their owner shade;
The beds where men of fame had slept;
The rooms wherein sweet Nellie wept,
And stately Martha held her throne,
The "First in Peace," she called her own;
The mirrors that had known each face
Of her proud court of beauty and grace.

The chairs they sat in, bric-a-brac and such;
The robes of satin—never sat in much
But carried by fashion's lovely pet
Through gay quadrille and minuet.
I saw the carpets Washington had trod.
I saw the garden where he turned the sod,
The shrubs he planted and the towering trees,
Now whispering his honors to the breeze.
Then, after I had mused upon these things,
More fraught with glory than the thrones of kings,
Down to the carriage house I chanced to walk,
To coach the old-time coach in modern talk,
And thus began:

"You dear old run-about!
Why don't you let your many secrets out?
The kisses you have seen, the loving scenes
They'd bring a fortune in the magazines!"
My eyes then rested on the cushioned seat
(A good old place to rest, I must repeat),
And then I saw, upon this place of rest,
Arresting all my gaze, a tiny nest,
Whereon a bantam hen demurely sat,
Right in the crown of the coachman's hat!
Within the carriage and upon the floor,
And running through the partly opened door,
Were chickens the old hen was wise to bring
To have the pick of herbage of the spring.
They now were large and fat, so she essayed
To hatch more little eggs that she had laid,
Reflecting, doubtless, that the little legs
Of chickens, brought more than little eggs!
Just then the bantam hen jumped from her nest
To get a drink, perhaps, or take a rest,
And disappeared behind the carriage-house,
When, just as still and quick as any mouse,
One of the chickens jumped upon the nest,
To keep the eggs warm with her downy breast.
The hatch-way of the hat soon teemed with life
And there was heard the sound of tiny strife.
So off the chicken fluttered, much alarmed,
For fear that she her mother's eggs had harmed.
And then more little pleading peeps were heard,
Just as peeped in the anxious mother bird,
Who, as the new-born chicks she nestled on,
Chicked out "Who cut me out while I was gone?"
Then up before her stood the half-grown chick
That first had felt the new-born fledgeling's pick
She looked her mother squarely in the eye
With dignity—it would be hard to match it
And softly chirped "I cannot tell a lie,
Dear Ma, I did it with my little hatch it!"

IMPORTANT CHANGES IN SCHEDULE WERE MADE MAY 29, 1910.

CONDENSED SCHEDULE ROYAL BLUE LINE OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 29, 1910.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 DAILY	No. 508 DAILY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM
Lv. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	5.00	9.00	1.15	3.46
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.06	9.05	1.26	3.51
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.52	8.19	11.50	3.50	5.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 29, 1910.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 "ROYAL LIMITED" DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
Lv. NEW YORK, 230 STREET	11.50		7.60	9.50	11.50	1.50	3.50	6.50	5.50	
Lv. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00	
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	
Ar. BALTIMORE, MT. ROYAL STATION	5.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23	
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27	
Ar. WASHINGTON, NEW UNION STA.	7.60	11.45	1.15	3.50	5.20	7.00	9.00	12.00	12.22	

BALTIMORE & OHIO R. R.—TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE MAY 29, 1910.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
									NOTE.	
Lv. NEW YORK, 230 STREET	9.50 AM	11.60 AM	N 3.50 PM	6.50 PM	7.50 AM	11.50 PM	6.60 PM			
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM			
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.15 PM	8.09 PM	10.60 PM	12.16 PM	7.46 AM	11.23 PM			
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 AM	11.32 PM			
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.10 AM	1.22 PM	9.10 AM	12.30 PM			
Ar. DEER PARK HOTEL	10.12 PM	11.39 PM		6.26 AM	7.18 PM	3.19 PM				
Ar. PITTSBURG			6.46 AM		9.30 PM	6.25 PM	8.60 AM	Lv. 5.25 PM		
Ar. OLEVELAND			12.00 NN							
Ar. WHEELING (EASTERN TIME)		6.35 AM				8.55 PM		Lv. 6.15 PM		
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						9.25 PM		
Ar. OHIOAGO		6.15 PM						7.30 AM		
Ar. CINCINNATI	8.05 AM			5.05 PM		1.45 AM				
Ar. INDIANAPOLIS	11.45 AM			10.35 PM		11.45 AM				
Ar. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM				
Ar. ST. LOUIS	5.00 PM			7.28 AM		1.40 PM				
Ar. OHATTANOOGA				6.20 AM		6.10 PM				
Ar. MEMPHIS	11.25 PM			8.45 AM						
Ar. NEW ORLEANS	10.55 AM			8.15 PM						

Pullman Sleepers to all points. + Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R.—TO ALL POINTS EAST.

EFFECTIVE MAY 29, 1910.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. OHICAGO			6.45 PM	10.00 AM			8.30 PM			
Lv. COLUMBUS				6.05 PM						
Lv. WHEELING (EASTERN TIME)		6.00 PM		11.20 PM			10.50 AM			
Lv. OLEVELAND			7.30 PM		3.00 PM					
Lv. PITTSBURG			8.10 AM		10.00 PM	6.00 PM	1.15 PM			
Lv. ST. LOUIS	* 9.00 AM	1.45 AM				9.28 PM				
Lv. LOUISVILLE	2.10 PM	8.10 AM				2.30 AM				
Lv. INDIANAPOLIS	2.25 PM	* 8.05 AM				4.22 AM				
Lv. CINCINNATI	* 6.35 PM	12.15 PM				8.00 AM				
Lv. NEW ORLEANS		9.15 AM				7.10 PM				
Lv. MEMPHIS		8.35 PM				6.35 AM				
Lv. CHATTANOOGA	5.05 AM	9.45 PM								
Lv. DEER PARK HOTEL	6.44 AM	12.38 AM				8.40 PM	4.29 PM			
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	10.45 AM	6.40 AM	2.37 AM	10.25 PM			
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	6.50 PM	11.45 AM	7.50 AM	3.42 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	11.54 AM	8.00 AM	3.51 AM	1.25 AM			
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	2.02 PM	10.15 AM	6.00 AM	3.50 AM			
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	4.15 PM	12.35 PM	8.32 AM	6.35 AM			
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	4.25 PM	12.45 PM	8.43 AM	7.00 AM			

Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

THROUGH PULLMAN CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE LINE OF THE BALTIMORE & OHIO R. R. FINEST SERIES OF
TRAINS IN THE WORLD.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512. Drawing Room Sleeping Cars from St. Louis to New York via Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.
- No. 504. Pullman Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.
- No. 526. Five Hour Train. Pullman Broiler Smoking Room Parlor Car Washington to New York.
- No. 522. Pullman Broiler Smoking Room Parlor Car Washington to New York.
- No. 508. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.
- No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.
- No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Dining Car, a la carte, Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506. Electrically lighted vestibuled train of steel frame coaches. Pullman Observation Parlor Car Washington to New York. Dining Car, a la carte, Pittsburg to New York.
- No. 514. Electric lighted Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 555. Electric lighted Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.
- No. 517. Drawing Room Parlor Car Philadelphia to Washington.
- No. 505. Electrically lighted vestibuled train of steel frame coaches. Pullman Observation Parlor Car Washington to Pittsburg. Dining Car, a la carte, New York to Pittsburg.
- No. 501. Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, New York to Philadelphia to Baltimore.
- No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
- No. 527. Five Hour Train. Pullman Broiler-Buffet and Smoking Room Parlor Car New York to Washington.
- No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Dining Car, a la carte, New York to Washington. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.
- No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
- No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling, Columbus, Cleveland, Chicago, Cincinnati, St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1. Cincinnati-St. Louis Limited. Entirely new vestibuled train with steel frame coaches. Dining Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
- No. 7. New York-Chicago Special. Drawing Room Sleeping Car New York to Chicago via Hartford and Buffalo. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
- No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Washington to Pittsburg. Dining Car Conneville to Pittsburg.
- No. 5. "Chicago Limited." Entirely new electric lighted vestibuled train with steel frame coaches. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.
- No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Pullman Drawing Room Sleeping Room, Smoking Room Parlor Car Baltimore to Pittsburg. Parlor Car Washington to Wheeling. Dining Cars Maryland to Cincinnati. Grill Car Cincinnati to St. Louis.
- No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

- No. 2. St. Louis-New York Limited. Entirely new vestibuled train with steel frame coaches. Dining Car New York. Electric lighted Drawing Room Sleeping Car St. Louis to New York. Dining Car New York to St. Louis. Dining Car New York to Louisville to Cincinnati. Dining Car Washington to New York.
- No. 4. Cincinnati-New York Express. Drawing Room Sleeping Car St. Louis to Cincinnati. Dining Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Washington to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.
- No. 6. Chicago-New York Limited. Entirely new electric lighted vestibuled train with steel frame coaches. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car New York to Chicago. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Chicago-New York Special. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Dining Room Parlor Car Washington to New York. Dining Cars.
- No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Washington to Washington. Drawing Room Parlor Car Washington to New York.
- No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car Philadelphia to New York. Dining Car Philadelphia to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to New York and Philadelphia to New York.
- No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Pittsburg to New York. Pullman Broiler Drawing Room, Smoking Room, Parlor Car Pittsburg to Baltimore.
- No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Dining Car Parkersburg to New York. Dining Car Washington to Washington. Pullman Broiler Drawing Room, Smoking Room, Parlor Car Washington to Washington.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and
Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, E. C. JACKSON, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (B. & O. Building), E. A. WALTON, District Passenger Agent;
G. W. PAINE, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent; G. D. CRAWFORD, City Ticket Agent. Camden
Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLFAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 256 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent;
E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MOKEWIN, City Ticket Agent;
W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building,
A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and Fifth Avenue,
F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 513 Traction Building, C. H. WISEMAN, District Passenger Agent; H. C. STEVENSON,
Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent, 430 Walnut Street,
T. J. WEST, City Ticket Agent. Vine Street and Arcade, C. G. COBB, Ticket Agent. Central Union Station, E. REISING,
Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANEHARDT, Agente General, B. & O. S.-W., office, Avenida 5 de Mayo 3.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, District Passenger Agent; GEO. A. ORR, Traveling
Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; E. H. SLAY, City Ticket Agent.
Union Depot, L. J. BUTTERWORTH, Ticket Agent.
CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 4th and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 254, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOUISVILLE, KY., B. & O. S.-W., 4th and Market Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent;
EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th Street Station, A. J. CRONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
MT. VERNON, OHIO, J. C. PATTERSON, Ticket Agent.
NEWARK, OHIO, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, J. B. SCOTT, General Eastern Passenger Agent; E. V. EVERTSEN, Traveling Passenger Agent;
A. J. SMITH, City Passenger Agent, E. D. AINSLIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent, No. 6
Astor House, G. F. PERRY, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 225 Fifth Avenue,
RAYMOND & WHITCOMB, Ticket Agents. 55 Avenue B, Cor. 4th, MAX LEDERER, Ticket Agent; 77 Ridge Street, S. W. BARASCH,
Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. S. WALKER, Ticket Agent.
PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; O. J. PROUDFOOT, Ticket Agent; J. W. JONES,
Ticket Agent (Ohio River).
PHILADELPHIA, 431 Chestnut Street, BERNARD ASHBY, District Passenger Agent; W. W. BAEKEY, Traveling Passenger Agent;
C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent. 1005 Chestnut
Street, RAYMOND & WHITCOMB, Ticket Agents. 3556 Market Street, UNION TRANSFER CO., Ticket Agents. 605 5 South
3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAGOWAN,
Ticket Agent.
PITTSBURG, Henry W. Oliver Building, Sixth Avenue and Smithfield Street, A. W. TIDY, Traveling Passenger Agent.
403-57 Fifth Avenue, W. S. MILLER, City Ticket Agent; EDW. EMERY, City Passenger Agent. Station, Cor. Smithfield and
Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, G. S. BECK, Ticket Agent.
SAN FRANCISCO, CAL., 213 Monadnock Building, H. C. PICULELL, Pacific Coast Agent; C. W. DOERFLINGER, Traveling
Passenger Agent.
SEATTLE, WASH., Room 210 Marion Block, D. L. MELVILLE, Traveling Freight and Passenger Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 8th and Olive Streets, F. D. GILDERLEEVE, Assistant General Passenger Agent; L. L. HORNING,
City Passenger Agent; B. N. EDMONDSON, City Ticket Agent; L. G. PAUL and GEO. SCHEER, Station Passenger Agents;
W. F. GEISERT, Traveling Passenger Agent; B. W. FRAUNTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 117 G Street, N. W., S. B. HEGE, District Passenger Agent; J. LEWIS, JR., City Passenger Agent;
C. E. PHELPS, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent.
New Union Station, Massachusetts and Delaware Avenues, JOS. KAMPS, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent.
McLure House, O. R. WOOD, City Ticket Agent.
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AND COTTAGES

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From Cleveland (6.40 pm),	3d Morning	3d Morning	3d Morning
From Wheeling (9.50 am),	2d Morning	2d Morning	2d Morning
From Pittsburg (8.00 pm),	2d Morning	2d Morning	2d Morning
From Cincinnati (8.50 am),	2d Morning	2d Morning	2d Morning
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Baltimore & Ohio Railroad

TERMINALS

NEW YORK CITY

West 23d Street
Terminal

Liberty Street
Terminal

BALTIMORE

Mount Royal Station

Camden Station

WASHINGTON

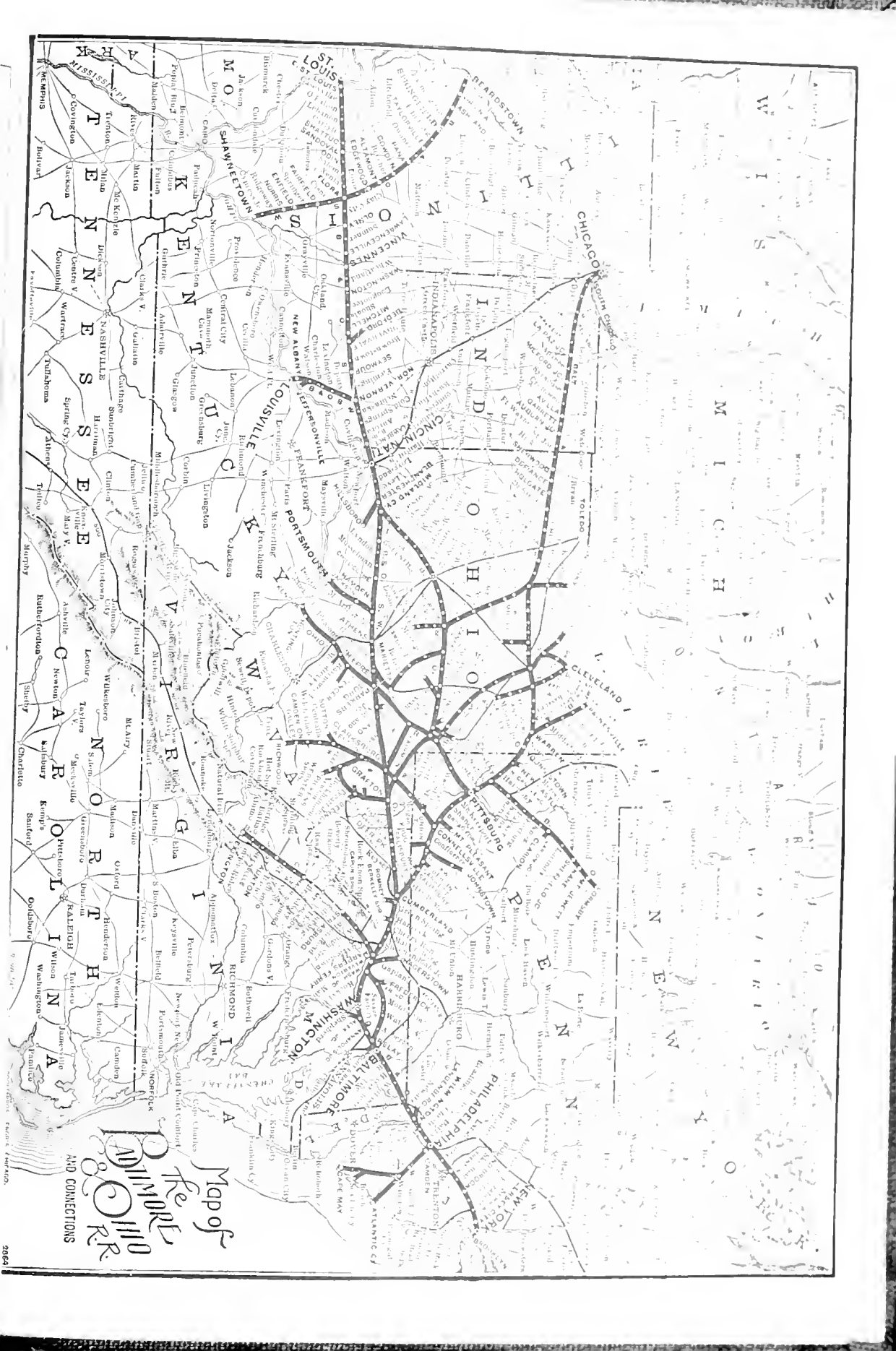
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The amount to be paid by the passenger is the sum of the figures shown by the indicator marked "Fare" and by the indicator marked "Extras."

As rules governing fares are different in each city, patrons can secure rate cards and full information from Information Bureaus.



Map of
the
Pittsburgh
and Connections

Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1910



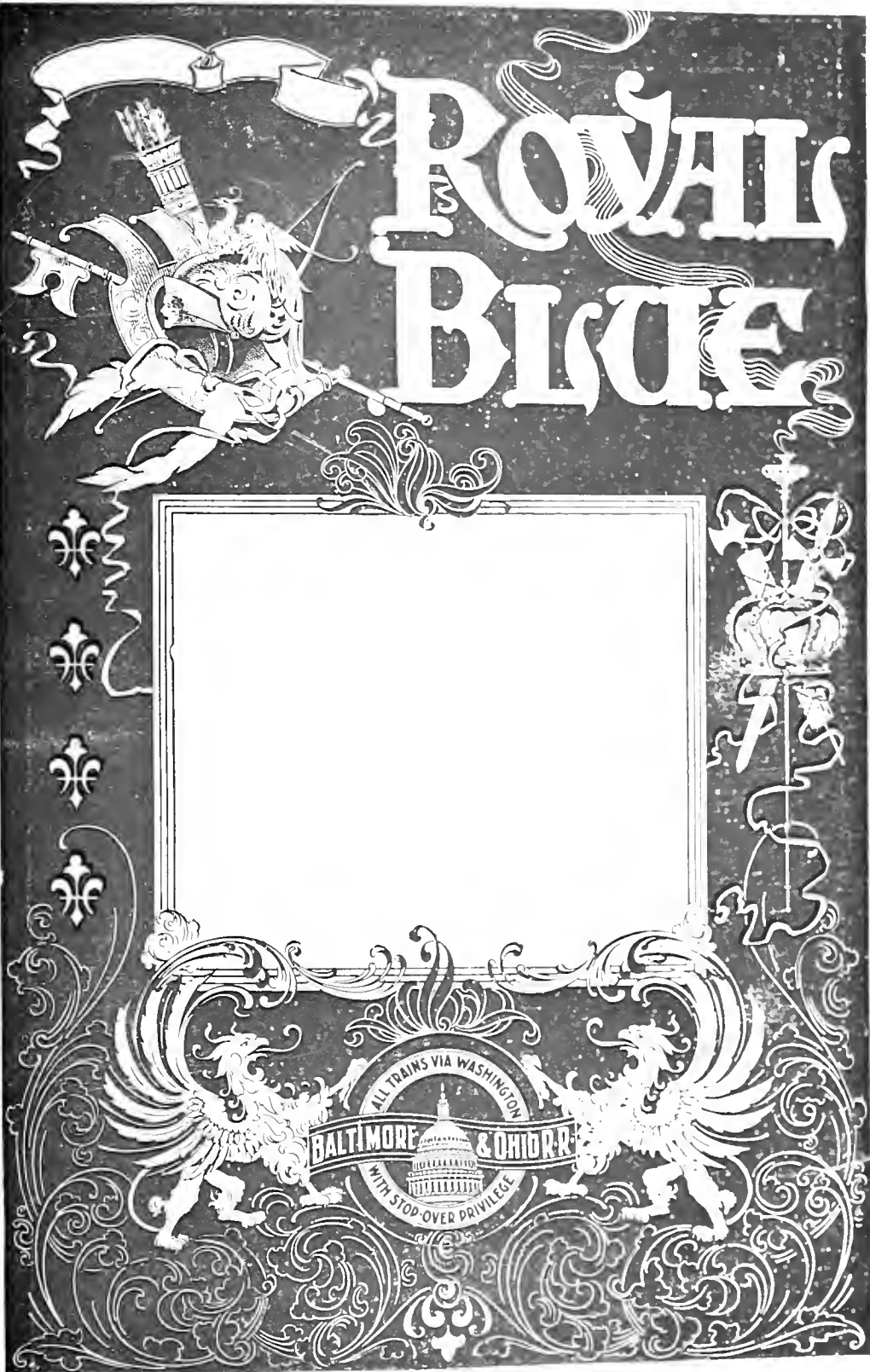
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25	26	27	28	29	30	...	23	24	25	26	27	28	29	27	28	29	30	25	26	27	28	29	30	31

ROYAL BLUE TRAINS

C. S. WIGHT,
GENERAL TRAFFIC MANAGER
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
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ROYAL BLUE





Electric-Lighted Trains

ON THE

Baltimore & Ohio

Trains 5 and 6, "New York-Chicago Limited," are entirely new trains, **electric lighted from end to end**. The new steel-framed Coaches, finished in mahogany, combine attractiveness with comfort and safety. The Pullman drawing-room Sleeping Cars, which have both **upper and lower berth lights**, the Observation Cars and Dining Cars, all have **electric fans**.

Trains 1 and 2, "New York-Cincinnati-St. Louis Limited," have new steel-framed Coaches and **electric-lighted** drawing-room Sleeping Cars, with **upper and lower berth lights** and **electric fans**.

Trains 7 and 8, "New York and Chicago Special," has new steel-framed Coaches and **electric-lighted** drawing-room Sleeping Cars, **with upper and lower berth lights** and **electric fans**. This train will shortly be electric lighted from end to end.

The "Royal Limited" trains between Washington, Baltimore, Philadelphia and New York are **electric lighted throughout** and are equipped with **electric fans**. No extra fare other than regular Pullman charge.

The **midnight Sleeping Cars** between New York, Baltimore and Washington, in both directions, are equipped with **electric lights and fans**.

All **Dining Cars** of the Baltimore & Ohio Railroad are **electric lighted** and provided with **electric fans**.



The Coach Passenger Is Not Overlooked

While the modern Sleeping Car is provided with electric lights and fans, with individual lights in both upper and lower berths, besides other modern conveniences, the comfort of the Coach passenger is not overlooked.

The new steel-framed Coaches of the Baltimore & Ohio Railroad were designed for comfort as well as safety and sanitation.

Steel will become very hot or very cold on exposure to atmospheric conditions. The new Baltimore & Ohio Coaches, however, are sheathed and lined with wood, which acts as a non-conductor to heat and cold.

They are made comfortable in all kinds of weather.

Trains 1 and 2, the "New York-Cincinnati-St. Louis Limited,"

Trains 5 and 6, the "New York, Pittsburg and Chicago Limited,"

Trains 7 and 8, the "New York and Chicago Special,"

Trains 526 and 527, the "Royal Five-Hour Special," between New York and Washington.

Are provided with these Coaches.



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Wyoming**

Until September 8, 1910, inclusive
September 30 to October 14, 1910, inclusive

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Idaho, Montana, Oregon,
Utah and Washington**

September 14 to October 14, 1910, inclusive

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BOOK OF THE ROYAL BLUE

SEPTEMBER, 1910

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PRICE, 5 CENTS

50 CENTS PER YEAR



GEORGE LATIMER POTTER
THIRD VICE PRESIDENT, BALTIMORE & OHIO RAILROAD SYSTEM
IN CHARGE OF OPERATION

BOOK OF THE ROYAL BLUE

PUBLISHED MONTHLY
BY THE
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BALTIMORE, SEPTEMBER, 1910

NO. 12

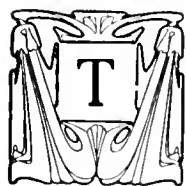
The Old National Road

By CHARLES L. SHIPLEY

THE PHANTOM OF THE PIKE

The old road stretches away in the morn,
Where the hills roll by with their ranks of corn;
Over the bridges and on through the dale,
The National Highway, the route of the mail,
The old turnpike from Baltimore Town,
By mill and mallow, by dingle and down,
Stretching on like a gray ghost-hand
Over the mountains to Cumberland.

—Folger McKinsey.



THAT the time is fast approaching when the necessity for good roads in the Union will become a national issue is apparently evident from the discussion of the subject, which is growing louder each day in all parts of the country. Cities and towns are looking more

carefully to their street paving, counties and States are interested in a better system of roads, and only recently the subject of a series of national highways has been discussed in Congress.

Among the measures brought forward was one for the improvement of the old National Road, and the building of the grand boulevard from Washington to Gettysburg, to be known as the Lincoln Memorial Road.

All countries and nations have had their historic roads, which can be compared to the arteries of the human system, and through which throbbed and pulsed the tides of trade and commerce, until the advent of the railroad consigned them to practical oblivion.

Such is the sad history and fate of the old highway—the old "National Road."



BRADDOCK'S ROAD, NEAR FREDERICK, MD.



BRADDOCK SPRING, NEAR FREDERICK

"Save to the historian and those who live along the dusty thread of macadam that binds together Washington and St. Louis," says a contemporary, "the story of the old 'National Road' is an unknown chapter to the present generation; yet the flavor of romance, the memory of almost forgotten glories, of a noble, ambitious mission successfully accomplished clings to every hoary monument of that ancient highway."

The old National Road or Cumberland Road, as it was popularly called, was first a buffalo trail worn deep across the Appalachian Range by the pounding hoofs of millions of bison. When the Indians came they followed this trail in their hunting and war expeditions, retreating over it westward before the ever-advancing and relentless push of the white man. Over the same path came the brave and fearless Anglo-Saxon hunter and trapper, and at whose heels followed the timid but sturdy settler, until at last the tide of emigration poured in a deluge of humanity through the mountain passes to the lands of milk and honey.

This old National Road was one of the most important steps in the evolution of modern trade and travel. At the period when the tide of emigration was pouring into the great Mississippi Valley, it was the leading institution in the means of developing the great Western domain.

This grand old highway, now almost a complete ruin and unknown to thousands of our citizens, was then instrumental in turning the tide of emigration from the South to the West. Over it were carried thou-

sands of emigrants, and millions of actual wealth, and the Middle West was by its gigantic clasp linked to the new and boundless acres of the North.

Every mile of this old highway is historic ground, consecrated by the toil-worn and bleeding feet of our heroic nation builders. Over it toiled the young surveyor, George Washington, guided by the noted Indian, Nemacolin, and nursing dreams of future empire in his prophetic vision. A few years later on over the same route marched the red-coated grenadiers of old England, led by the arrogant and boastful "Ned Braddock, of Fontenoy," whose grave can still be seen close to the deep trail cut by the heavy army wagons of his ill-starred expedition. All along this old trail is classic ground, and about the hills and valleys linger the mighty memories and romances of that awful conflict, the French and Indian War, which for a period of eight years, 1755-1763, drenched our frontiers in a sea of blood and tears, and which eventually led to the great struggle for liberty in 1776.

After the colonies had obtained their independence, the old Braddock trail was the highway over which the old soldiers of the Revolution tramped sturdily along to take up the great work of the settling of Ohio and Kentucky, the gift of Virginia to the young republic.

Great discontent followed the rapid settlement of this new territory. Left without Federal aid to fight the fierce and blood-thirsty savage, despised and ridiculed and neglected by the wealthy planters and slave-

THE OLD NATIONAL ROAD

holders that generally controlled the Federal government, the fearless and independent pioneers did not altogether turn a deaf ear to the whispered machinations of the scheming and accomplished Aaron Burr when he proposed an independent republic.

At this grave crisis in the affairs of the nation, when mutterings of discontent were heard in every hamlet and clearing of the West and Southwest, the far-sighted statesmen of the young republic united in a successful demand for a great national road that would pierce the mountain defiles and link together the States of the Atlantic Coast and the vast territory of the Mississippi Valley.

Thomas Moore of Maryland and Joseph Key of Ohio. These men did not wait until the close of the year had almost dawned to lay well-designed plans for the enterprise. The road was located on the route first selected, which speaks well for the wisdom.

It ran from Cumberland to Wheeling, a distance of 150 miles, and from there extended through Ohio and Indiana and finally lost itself in the prairies of Illinois.

The first contract was awarded in 1818. The road was constructed under the direction of the War Department, the work



OLD INN ON NATIONAL ROAD, BETWEEN FROSTBURG AND CUMBERLAND

When Ohio was admitted in 1802 as a State, Congress set aside 5 per cent of all moneys received from the sale of public lands within the State to be used in the construction of a road from the navigable waters of the Atlantic to the Ohio, and in the same year President Jefferson signed the bill for the survey of a national pike from Cumberland, Md., to the headwaters of the Ohio. This was the starting of the old National Turnpike.

Early in the year 1806, Congress passed a bill authorizing the appointment of commissioners to lay out a road over the mountains, and President Jefferson appointed

being let in sections to contractors, with Brigadier-General Gratiot in charge of it. It was cut through forest and field, four rods wide, graded and piked with stone, which covered the roadbed to the depth of from twelve to eighteen inches. It was completed in 1818, its original cost being over \$1,000,000, which at that time was considered a large sum to be spent on public improvements.

As soon as it was opened it became the great link between the East and the West, and conquered the barrier between the States, and the nation's first great problem of secession had been met and solved.

It continued under the care of the Government for a number of years, but was finally put in repair and turned over to the different States through which it passed. Then they erected tollhouses and tollgates along the route, and every kind of cattle and beast was taxed, and all classes of vehicles.

People going to church, to the mill or to the election were exempt, as also those going to school, to funerals or one part of their farm to another. During the first year of its completion a flood of traffic and emigration began to pour over the new highway.

Freight and passengers were conveyed in conestoga wagons, with great white canvas tops and ponderous wheels, the rear ones sometimes being ten feet high. They were usually drawn by six and eight stout horses, sometimes ten, and could carry a tremendous load. They carried meat, grain and other produce to the Eastern markets to sell, and on the return trip they carried dry goods and groceries for some Western store to be reached possibly by boat from Wheeling. The wagon beds were generally long and deep and painted in bright colors, while bells were fastened to many of the teams, and their merry tinkling could be heard long before they came in sight. The drivers of these teams were called "turn-

pikers" or "pike boys," and a sturdy, good-natured and jolly set they were.

This afternoon, as I stopped by the brink
Of a wayside pool for a cooling drink,
The old road somehow drifted away
From the dusty rattle of present day,
And there in the sleep of other years,
A conestoga with clattering gears—
A six-span team with its huge white tent—
Over the national highway went.

On old South Mountain, about the place
Where Lady Dahlgren, of courtly grace,
Turned the inn of the olden day
Into a home where cheer held sway,
The team stopped short and the driver led
His outspanned mares to the torrent's bed,
Then lit the fire and put on a stew
And slept with his love 'neath the starlit blue.

Stage coaches were also favorite modes of traveling. They were generally clumsy affairs, with no springs and with but one door, but as time passed they were greatly improved. The fare between Cumberland and Wheeling was \$5 or \$6, and two days were required to make the trip. Mail coaches were also run, some of them making twelve miles an hour, as the horses were changed every few miles. Many stories are told of the old coaching days. It was a favorite amusement among the passengers to hold out letters to the country people to see them run after the stage. On one



ORIGINAL TOLL GATE ON NATIONAL ROAD, NEAR FROSTBURG, MD.

THE OLD NATIONAL ROAD



ONE OF THE OLD STAGE COACHES WHICH PLIED THE NATIONAL ROAD

occasion, however, a gentleman pulled a joker from his stage and soundly thrashed him.

Among the host of old stage drivers were John Bunting, Bill Armour, Jim Reynolds, Dave Gordon and Jim Burr, who handled the lines over fractious horses with self-satisfaction that in popular estimation they divided honors with the famous men who rode with them, and whose names are embalmed in the history of our country.

The man of the whip and rein of the old day was a distinct personage. He had a large acquaintance and a vast store of yarns and jokes. He was a news center, the idol of the tavern loafer, and the envy of every small boy who knew him.

Scattered along the old pike at frequent intervals were the taverns. Many of them were famous in their day, but their glory has long since departed. Only a few remain, and here and there along the pike the old building lies in ruins, and in many instances others have been converted into farm houses. The first old taverns were generally constructed of logs, consisting of two rooms and a great fireplace, before which the travelers slept in their blankets, curled up on the puncheon floors.

Their evolution into larger and more pretentious buildings came with the increase of trade and travel, and in the best days of

the great pike they furnished accommodations to suit the most fastidious guest. Among some of the names the taverns sported were the following: "Sign of the Rising Sun," "The Orange Tree," "The Temple of June," "The Golden Swan," "The Green Tree," and "The Indian Queen."

The great fireplace was a distinctive feature of the old taverns. Some of them would hold nearly half a cord of wood, flooding the great barroom with light, making the use of candles unnecessary.

Around this great blaze would gather the crowd of merry travelers, and it was a great event for the inn when the main figure of the group was either Henry Clay, Andrew Jackson, William Henry Harrison, Stephen A. Douglas, John C. Calhoun, Davy Crockett or Abraham Lincoln. All of these distinguished men and many others have traveled over this old road, and have been entertained at the old inns along the route.

Many distinguished foreign travelers have been entertained at the old taverns, among them being Charles Dickens, Mrs. Trollope and Prince Maximilian, of Weid; these have all left pleasing accounts of their visits.

At the side of the old fireplace hung the "flip iron" and the huge poker, and the

latter was zealously guarded by the landlord, as no one but the innkeeper was allowed to touch the great fire, which was one of the main features of his hospitality.

For the weary traveler, exposed to the springless seats of the old stage and the biting winter winds, nothing could equal the indoor comfort. In the low-ceiled rooms were gathered the singers, the story tellers, the loafers and gentlemen-at-large, and all was life and merriment. In those days playing the violin was a great accomplishment and nearly everybody "fiddled."

Teachers, statesmen and even preachers fiddled, and we are informed that the great and gallant Henry Clay could fiddle his way right into the hearts and votes of his constituents. Then everybody danced, the story teller was in his element and every individual was free and equal before the blazing fire of the old tavern barroom.

The tavern-keepers were a jovial set of men. They had no bills of fare, but the food was good and appetizing and cooked in a first-class manner. The venison, bear steaks, hot bread, ham and eggs, of these

old inns enjoyed a world-wide reputation. On one occasion when Andrew Jackson dined on ham and eggs at one of these inns, he was so pleased at the way in which they were prepared that he gave the old "black mammy" cook a silver dollar.

A fox barked near and the night-bird sang,
And suddenly echoed a ringing clang
Of iron hoofs striking the solid road
And a steed pressed on 'neath the rider's goad—
"Only the courier! Peace, my dears,"
The teamster utters, then faintly cheers
The stately coach rolling over the way,
Bearing to Washington Henry Clay.

There is life in the inn. The hostlers leap
With a ruddy smile from their mountain sleep;
The *Sieur de Lafayette*—maybe
The guest is even great as he;
Or Daniel Webster, or Jefferson,
Peers of these great days greatly won
From strife and struggle. Out gleams the light,
The inn is revel, no sleep tonight.

"But the time that the life of the old highway throbbed in its greatest intensity," says a contemporary, "was when a President or President-elect passed in triumphant procession along its dusty stretches. It was



LOOKING DOWN ON THE NATIONAL ROAD AND OLD NATIONAL BRIDGE FROM THE HEIGHTS,
NEAR CUMBERLAND

THE OLD NATIONAL ROAD



ANOTHER TYPE OF TOLL GATE ON NATIONAL ROAD

the gala day of the 'pike boys.' All the taverns and houses along the route were bedecked in the welcome, and cheering crowds from miles around thronged the stopping places and cross-roads. The finest horses and the most gorgeous coach procurable were assigned to the task, and the proud position of 'charioteer to the President' was given to the pick of the jehus on the line, who were ever afterward marked and noted. Jackson, Van Buren, Monroe, Harrison, Polk and Tyler passed over portions of the old road in dignified presidential pageant, like the triumphal Roman emperors. Clay, the great champion of the road and of the policy of internal improvements, was a favorite in every hamlet.

"The opponents of internal improvements were far from popular in this new country, as Van Buren discovered once when his coach broke down in a spot where the mud was deepest, the axle having been sawed almost in two by some waggish Whig."

Some quaint and queer characters have trod this old highway, and some tragic events have left their impress upon its history.

It was along this old highway that Jonathan Chapman, known as "Johnny Appleseed," one of the queer characters of the Ohio frontier, trudged along with his bag of appleseed, which he distributed among the settlers, without any other charge than a "bite to eat and a night's lodging." Every year he made his journey to the States, returning with a bag of seeds. Those seeds were the foundation of the hundreds of apple orchards which dot the country from the banks of the Ohio to those of the Mississippi.

On the side of the road near old Fort

Necessity can still be seen the grave of General Braddock, who marched to his defeat and death on the banks of the Monongahela. The place of Braddock's interment was within a few yards of a small stream, the bank of which abruptly sloped down to the water, and distant about one mile from the site of Fort Necessity, Pa.

The grave was made immediately in the road, about a stone's throw from the present National Road. When the march was resumed the horses, wagons and troops were passed over the grave, the purpose being to prevent its discovery and desecration by Indians. A secret mark, however, had been placed near by, so as to locate it in the future.

In 1824 a party of workmen engaged in repairing the old road came upon the remains of a human skeleton, which was conceded to be that of General Braddock. Numerous inquiries failed to supply any other information. Numerous insignia of office and rank were found with it, and there was no knowledge of the burial of any other officer in that vicinity.

Those who were present carried away with them as souvenirs the buttons and other metal articles which had not been destroyed by corrosion. Some of the party even carried off the small bones of the hand.

A James Matthews, a blacksmith, who lived at Mount Washington, as Fort Necessity is at present called, was present at the disinterment, and he tells us that the remains were carried to a point one hundred and fifty yards eastward and buried in a field at the foot of a large oak tree, some twenty-five yards from the National Road.

In order to mark the spot, the Hon. Andrew Stewart prepared a board upon which was inscribed the fact that it was the last resting place of Maj.-Gen. Edward Braddock.

Braddock's grave was one of the great points of attraction on the old National Road, and every day the stages were stopped to allow the passengers to view the grave. The old oak tree blew down about 1808, the trunk breaking off some ten feet from the ground.

In 1871 a party of gentlemen from England visited the spot and before leaving the neighborhood they had it inclosed with a stout board fence, and thus it remains today.

Life and travel on the old pike was not without its dangers. In the onesome

passes of the mountains lurked the highwayman, and daring robbers frequently relieved the amazed and terror-stricken passengers of their valuables in the old-time manner of Dick Turpin, Claude Duval or Jack Haines.

Fatal accidents also sometimes occurred, in which coaches were hurled from high cliffs, dashing their passengers to death on the rocks below.

Such is a brief history of this old road, which in the past carried hundreds of thousands of population and millions of wealth into the West and which more than any other one object served to harmonize the sections it connected and strengthen the Union.

The idea has been erroneously entertained that the turnpikes connecting Cumberland with Frederick, and Frederick with Baltimore, and the latter with Washington, are the eastern branches of the National Road. This is a mistake, as these turnpikes were all first started by the State of Maryland and finally finished and acquired by private corporations. The National Government had no hand in making them. They were, however, the connecting links with the National Road, and over them passed a great portion of the traffic of that highway.

The time came, however, when the old road had to give way to the locomotive, and the building of the Baltimore & Ohio Railroad sounded the death knell of the old national pike.

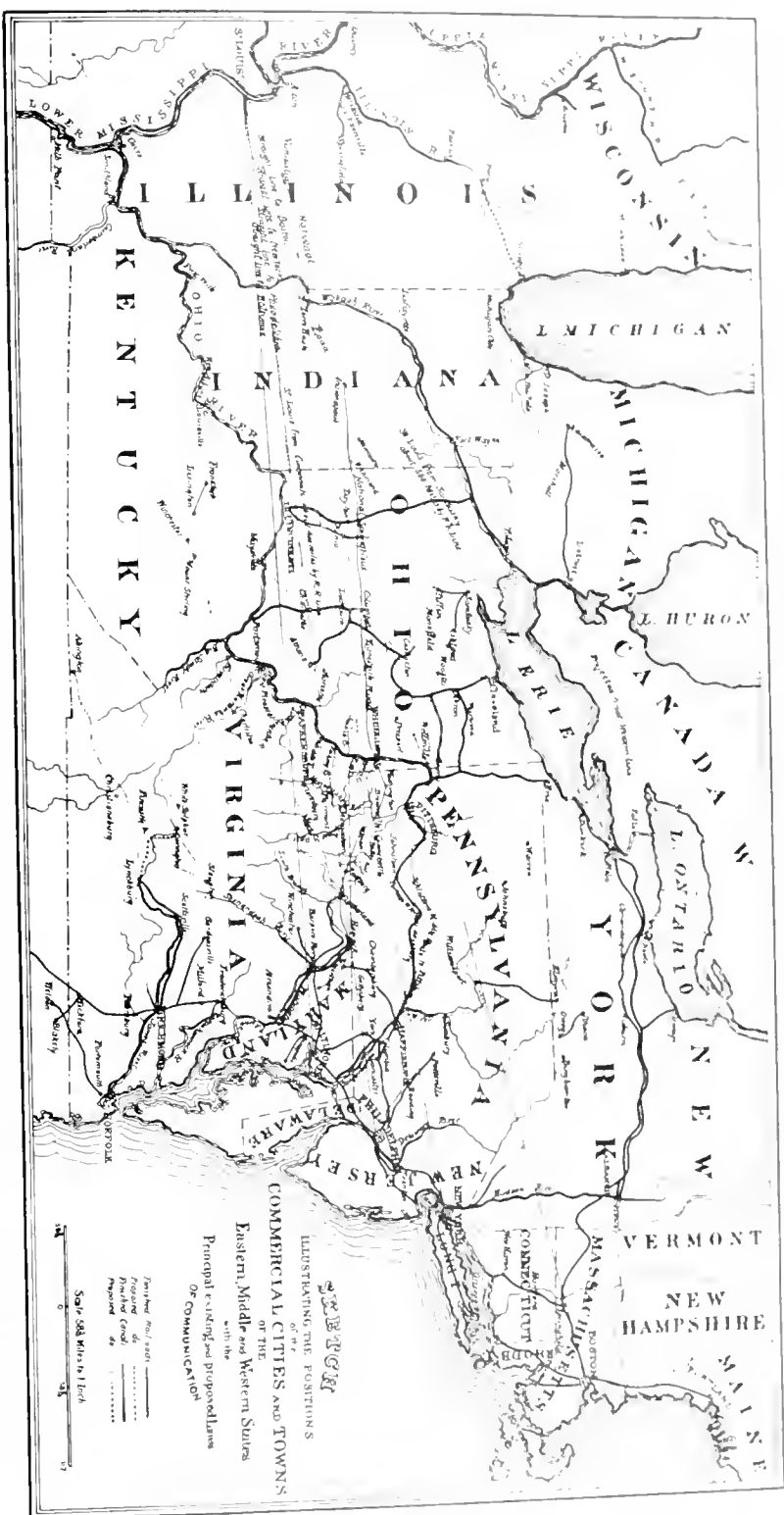
In referring to the movement looking to the repair of the old highway, a writer makes the following reflections: "But while the automobile and the pleasure coach may restore the old taverns to their pristine glories, the real life of the ancient highway has passed beyond recall. The caravans of great freight wagons and long processions of mail and stage coaches were picturesque features of the old life that history will not repeat."

The morn, and the teamster up with the sun,
Hooked, and all his feeding done;
Ye-ho! the cumbersome wagon rolls,
Freighted with goods, and the precious souls—
Wife and babies—true pioneers,
Seeking the West of other years,
Out of the valleys of Frederick wheat,
Over the winding way to Ohio sweet.

Dreaming there by the roadside pool,
With its rippling current so clear and cool,
The phantom passed and the vision died,
And the inn was gone, with its liveried pride;
But the old road stretches, a band of gray,
For me through the valleys of yesterday;
And the six-span team, with its tent of snow,
Rolls by when I think of long ago.

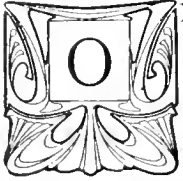
(See map on page 9.)





THE ABOVE MAP, DRAWN IN 1846, SHOWS THE RAILROADS THAT WERE BUILT AT THAT TIME, THOSE THAT WERE UNDER CONSTRUCTION OR PROPOSED, THE CANALS THAT WERE BUILT AND THOSE THAT WERE PROPOSED

The Commercial Map of the Middle and Western States in 1846

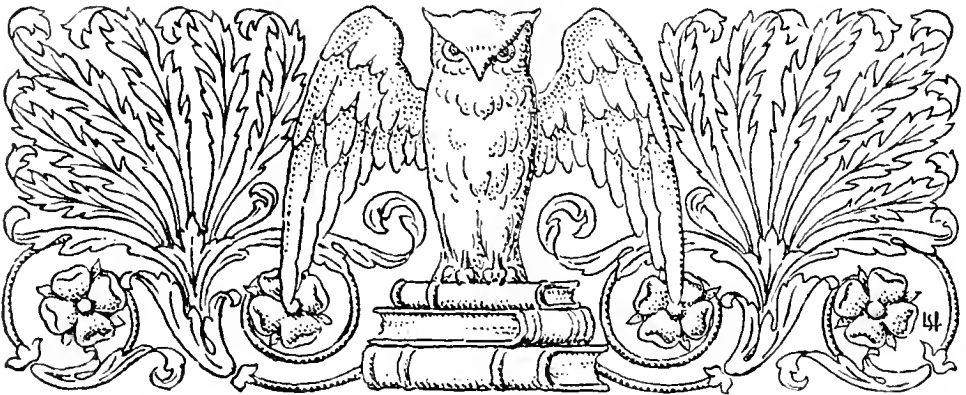


ON page 9 is reproduced a map which was drawn in 1846 to show the positions of the commercial cities and towns of the Eastern, Middle and Western States, with the principal existing and proposed lines of communication, both railroad and canal. It shows the remarkable changes which have taken place in the construction of railroads east of the Mississippi River in sixty-four years. The Baltimore & Ohio, which was commenced in 1828, had reached Cumberland, Md., with branches to Washington, D. C., and Winchester, Va. Virginia then covered the present States of Virginia and West Virginia. The building of the Baltimore & Ohio to Wheeling, W. Va., was under full headway, but it was not until 1853 that the Ohio River was reached.

It is noticeable that the National Road, the only then connecting link between the East and West, is given prominence.

When the Baltimore & Ohio Railroad was constructed, its builders had in mind connecting the Middle West with the nearest seaboard city, which was Baltimore, and according to the surveys at that time it was deemed advisable to follow as closely as possible the route of the old National Road. Consequently, the line was laid out from Cumberland to Wheeling, W. Va. In later years another line was laid out direct from Cumberland to Parkersburg, W. Va., thence to Cincinnati, Ohio, following closely the 39th parallel.

As indicated by the straight lines drawn from St. Louis to Boston, New York, Philadelphia and Baltimore, it is particularly worthy of note that the straight line from St. Louis and Cincinnati to Baltimore, following almost exactly the 39th parallel, is much the shorter route from the Mississippi to the seaboard, and this route is followed almost without deviation by the present line of the Baltimore & Ohio Railroad.



The Effect of Increased Freight Rates

By EDWARD W. HARDEN

From "The Outlook," May 7, 1910



THE railways of the United States are receiving practically the same money return for transportation services today that they received ten years ago. Freight and passenger revenues are practically the only commodity prices in which there has been no advance from the general level which prevailed a decade ago. As the purchasing power of the railway-earned dollar has fallen off materially during this period, the railways are, in fact, receiving a smaller compensation for their services than at the beginning of the period in question. There can be no question as to the fact of the higher cost of railway labor and supplies. The only question is as to the measure of the increase in the cost of those articles which the railway must purchase from the money received by it for the services it renders.

In a previous article it was pointed out that American railways are today paying on an average from 25 to 30 per cent more for a day's labor than they were at the resumption of the country's general industrial activity in 1897. This increase has come notwithstanding a gradual and considerable reduction by law and otherwise in the actual number of hours' service rendered in the average working day of railway employes. Fuel, track and building material and supplies of all kinds have increased in price during the same years in widely varying ratios, ranging, for example, from 20 per cent in track spikes to 116 per cent in cross-ties.

An increase of 30 per cent in the cost of labor is not an exaggeration. In other words, it now costs the railways at least \$1.30 to have performed the service which could have been obtained ten or twelve years ago for \$1. A railway company today receives a dollar from a shipper or a traveler and buys for it what could have been bought ten years ago for approximately 77 cents.

Economists differ as to the reason for the increased cost of living. Whether it is due

to the more luxurious way of living of the people in general or to the overproduction of gold, which has depreciated the purchasing value of the dollar, there can be no question as to the situation as it now exists. So far as purchasing power is concerned, the dollar has depreciated materially in the last ten or twelve years.

For some months railway managers have been seeking to obtain an increase in freight rates in order to meet the constantly increasing cost of what might be termed "the ingredients of transportation," consisting of labor and the material and supplies needed for the maintenance and operation of a railway. Every effort along this line has met with the most strenuous opposition from various commercial associations and bodies of business men throughout the United States. The opposition has been so strong that up to the present time rates have not been increased.

Among people generally there is the belief that an increase in freight rates would bring a further and a substantial increase in the cost of living. The average housewife who saw in the newspapers a report that there was to be an increase of 10 per cent in freight rates would probably figure that this would mean an increase in the cost of steak, of potatoes, of clothing, of fuel, and of the various necessities and luxuries of life, the purchase of which now practically consumes the average income. Retail dealers are inclined to ascribe high prices to the operations of the trusts and to excessive freight rates. As to the first contention, this lies outside of the scope of this discussion, but as to excessive freight rates a little study of the situation and a careful analysis of the proportionate cost of transportation to the selling prices of the various articles in common use will show this assertion to be without foundation in fact.

One cent will cover a 10 per cent advance in the freight rate on 22 pounds of beef from Chicago to New York, on 33 pounds of sugar or coffee from New York to St. Louis, on 40 pounds of flour from

Minneapolis to the Atlantic seaboard; on a man's outfit of coat, trousers, shoes and hat from New England to the Mississippi Valley; on 18 yards of cloth from Boston to Chicago. If sirloin steak is sold by retailers at 25 cents a pound, and the freight rates should be increased 10 per cent., it would mean that the householder could buy a steak weighing three pounds each day for seven days and would contribute only one cent to this increase. The retailer would receive for this 22 pounds of beefsteak, at 25 cents a pound, \$5.50, and he would pay to the transportation company only one cent additional because of the advance. This would surely be no adequate excuse for an advance in the retail price of meat by the New York butcher.

In order to get an idea of the comparative level of freight and passenger charges, we must start with the average rates obtained by all the railways of the country for transportation of freight per ton per mile, and of passengers per mile, for a number of years past. The figures are those of the Interstate Commerce Commission:

Year to June 30	Average Receipts per Ton Mile (Cents)	Average Receipts per Passenger Mile (Cents)
1897.....	.798	2.022
1898.....	.753	1.973
1899.....	.724	1.978
1900.....	.729	2.003
1901.....	.750	2.013
1902.....	.757	1.986
1903.....	.763	2.006
1904.....	.780	2.006
1905.....	.766	1.962
1906.....	.748	2.003
1907.....	.759	2.014
1908.....	.754	1.937

These averages are not an absolute index of variations in the level of rates. Obviously the average of any particular year's ton-mile rates would be and is affected by variations of the proportions borne by low-grade and high-grade freight to the whole bulk of traffic handled and in the distribution of the volume of business done among the various sections of the country. A slight increase in the proportion of high-grade freight carried the country over and the preponderating increase in the volume of travel and traffic in the more sparsely settled sections, coupled with an almost unvarying level of average rates per unit of service, prove an actual diminution in the compensation for services rendered under similar conditions and circumstances.

Since 1899 the Interstate Commerce Commission has compiled a classification of tonnage for all the railways reporting to that body. The commission's returns of freight traffic movement reveal the fact that in 1907, the latest year included, and in 1906 the proportion of high-grade freight to the whole was greater than in any other year since the aggregate records have been kept. The proportion of coal, the bulk of which moves at low rates, has increased somewhat, but the percentage of manufactures, which pay relatively high rates, has also decidedly increased. It is thus clear that the failure of the average ton-mile rate to rise appreciably between 1899 and 1907 was not due to changes in the character of commodities handled.

That there should have been a greater increase in railway traffic where rates are highest—that is, in the Southern, Western and Southwestern States—during the past decade or two appeals to our common knowledge of the country's development as, on the face of things, reasonable and true. But we have the valuable testimony to the same effect of Prof. Henry C. Adams, statistician to the Interstate Commerce Commission, who expressed the opinion, in his digest of testimony given before the Committee on Interstate Commerce of the United States Senate in 1904, that since 1899 "the proportionate increase in volume of traffic has been greater in the regions where normal rates are higher." Since this opinion was framed the average freight rate has declined from 7.80 mills to 7.59 mills in 1907, and 7.54 mills in 1908, but the development of the Western and Southwestern sections of the country has been even more pronounced than before.

The higher ratio of increase in high-grade freight and the geography of traffic development should have effected an advance in the general average ton-mile rate, except as counteracted by a prevailing downward tendency in the constant alteration and readjustment of tariffs. But we see that the general tendency of the average rate for a decade has been toward a lower basis. Under these circumstances the earnest and unanimous asseveration of railway managers that there has been an actual reduction in freight rates, measured flatly in money, must be received with no small degree of respect.

If it were true, as the spokesmen for several shippers' associations have contended, that increases in rates have been obtained on a

wholesale scale by moving specific articles of freight upward in the recognized tariff classifications, the fact would reveal itself in a higher average ton-mile rate, unless offset by reductions in classification or rates on other articles. Speaking before the Albany Chamber of Commerce in January, 1909, after "ten months of the most thorough painstaking investigation and analysis" of classification changes in the territory east of Chicago, W. C. Brown, president of the New York Central and allied lines, made this authoritative and responsible statement:

"To be exact, in the ten years from 1898 to 1908, rates have been advanced in this manner on 897 articles. But during the same period rates have been reduced by changes in classification on 876 articles, and the net result in money on the 1,773 articles on which changes in rates have been made was a reduction of 10.69 per cent."

Interstate Commerce Commission returns for the year to June 30, 1908, give the ratio of operating expenses (cost of moving the traffic and maintaining the property) to gross earnings as 69.67 per cent. This compares with 67.53 per cent in 1907, and shows that the reduction in operating expenses, which normally follows industrial panic, due to general financial and industrial liquidation to a lower price level, was not experienced until the following year, when the ratio was 66.12 per cent. And this in the face of the fact that the railways, under the pinch of a necessity more dire than is commonly realized, practiced a degree of retrenchment in maintenance expenditures that constituted a veritable economic danger.

But, considering all that we know of the increase in unit costs of labor and supplies, it is amazing that the proportion of operating expenses to gross earnings has advanced only from 67.06 per cent in 1897 to 69.67

per cent in 1907. As wages paid directly to railway employees constituted closer to 40 per cent of gross expenses at the beginning of the period, and more than 45 per cent at the end, an advance of, say, 25 per cent in labor cost would alone have involved an increase in the proportion of total expenses to gross operating ratio of ten or eleven percentage points. An increase of 40 per cent in gross material bills would have caused a further increase in the operating expense ratio of seven or eight points, and the two, unchecked by other factors, would have practically wiped out net earnings. How, then, did the railways escape bankruptcy?

The answer is contained in the table below, which is a remarkable exhibit of the enhanced efficiency of train movement. This is essentially the record of management. It represents, though inadequately, what capital and the skillful application thereof have contributed to the almost immeasurable improvement and development of our public transportation service during the last decade—an achievement in which labor has had little or no part.

This is what the men in charge of the railways have done, through the agency of capital and brain power applied to the reduction of grades, the elimination of curves, the purchase of larger and better cars, the provision of more powerful and economical locomotives, the promotion of balanced traffic movement—in short, the development of modern methods in transportation. It must be remembered, too, that no small part of the capital involved was supplied by the voluntary relinquishment by the owners of the railways of profits honestly earned, in order that the issuance of bonded debt and share capital might be avoided or minimized.

Without going into abstract economics, it is obvious that constantly rising com-

Year to June 30	Tons Carried One Mile (Millions)	Freight Train Mileage (Millions)	Average Train Load (Tons)	Passengers Carried One Mile (Millions)	Passenger Train Mileage (Millions)	Passenger Carload (Tons)
1897.....	95,139	464	204	12,256	335	37
1898.....	114,077	503	226	13,379	334	39
1899.....	123,667	507	243	14,591	347	41
1900.....	141,596	492	270	16,038	363	44
1901.....	147,077	491	281	17,353	385	42
1902.....	157,280	499	296	19,689	405	45
1903.....	173,221	526	310	20,945	425	46
1904.....	174,522	535	307	21,923	440	46
1905.....	186,463	546	322	23,800	459	48
1906.....	215,877	594	344	25,467	479	49
1907.....	236,601	629	357	27,718	500	51
Increase, per cent.....	148.7	35.5	75.0	126.1	51.9	37.8

use. The figures in the last column show all the effect that a 10 per cent increase in freight rates could legitimately have upon the retail price per unit quantity.

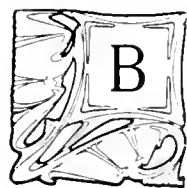
When the advance in the classified freight rates comes, as it inevitably must, unless some radical change in economic conditions that cannot now be even guessed at intervenes, there will be no lack of protest

from manufacturers and others, ostensibly on behalf of the oppressed "ultimate consumer." At that time it will be well to bear in mind these illustrations, which need be multiplied indefinitely. The point is, simply, that to grant the railways some increase in freight rates in their earnings would not mean oppression of the consumer, or even savor of it.

*The author of this article was at one time engaged in the study of the commercial and financial conditions in the Far East, and was also a writer of journalistic work, which included correspondence from Cebu during the recent battle at Manila (in which, by the way, Mr. Han lon took part as a volunteer in banking business). He is the author of a work entitled "Financial and Commercial Conditions in the Philippines," and has made valuable contributions to the magazine and newspaper literature of the country.

Business Men's Views on Current Topics II

The Necessity of Railroads to Advance Rates



BUSINESS men are urged to study more carefully their own interests in respect to the railroads, if they would help allay the anti-railroad fever, which is largely responsible for the setback to business. It is maintained that with taxes and wages increased on many of the large railroads, net earnings have declined perceptibly, also that recovery and further development is impossible without a slight increase in shipping rates.

"In order to get the great amount of money needed to put the railroad lines in proper condition and make extensions, and more money for equipment to move freight with promptness and economy, the money must come from some source.

"It only slightly affects the consumer, dealer or manufacturer in some of the increased rates proposed; this slight advance can easily be absorbed by the dealers, particularly if business increased only a slight percentage of what it should as a result of

greater prosperity among the railroads. With net earnings increased, the railroads would have a ready market for securities, the confidence of the investor would be restored and industry would pursue its natural growth. Workingmen would also be more fully employed and their families be in a position to purchase more freely.

"The wise business men, manufacturers and merchants fully know that a protest against railroads increasing their rates will not multiply the business enterprise of the people who do protest. The large manufacturing company is able, when there is an increased cost of production, to raise the price of its product. What would this manufacturing company do if its customers and the people protested and asked interference? It certainly would not be inclined to greatly extend its business under such conditions.

"What the country needs is a greater industrial and commercial activity. The people as well as the railroads should do business on the square."

Electric Locomotives of the Baltimore & Ohio Railroad in the Baltimore Belt Line Service

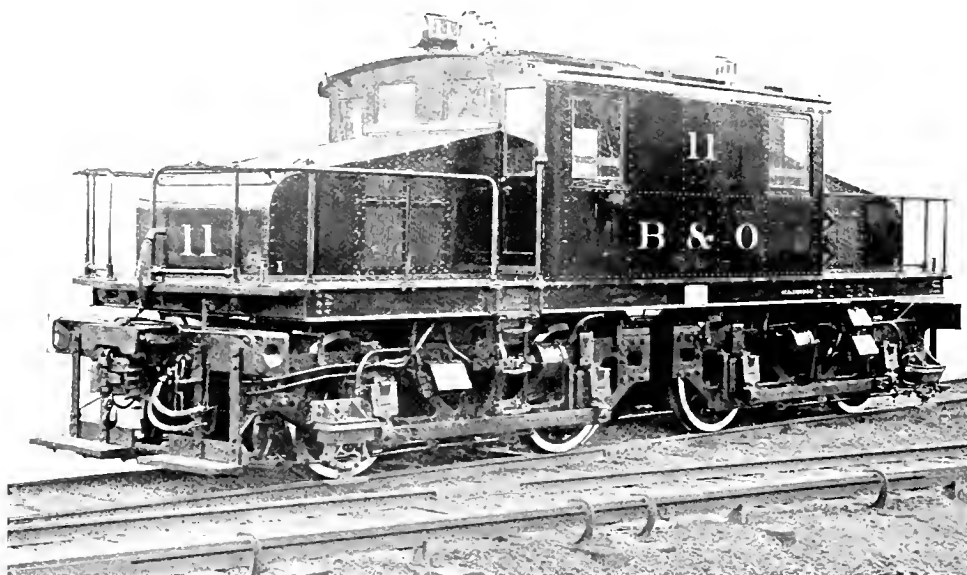


THE Belt Line of the Baltimore & Ohio Railroad is of interest to students of electrical development because the first electric locomotives ever used for heavy trunk line service were installed on this line.

In 1893 municipal requirements, as well as considerations of safety and convenience, demanded the use of some type of motive power other than steam locomotives for the operation of this tunnel through the city of Baltimore. As a consequence, a

were absolutely unknown. The decision, therefore, to use electric locomotives and the construction of these locomotives themselves mark an important epoch in electric history.

The locomotives furnished for this first installation were of the gearless type, weighing ninety-six tons each. Each unit consisted of two four-wheel sections coupled permanently together, and each carrying a section of the cab mounted upon it, and equipped with two motors of the type known as the AXB-70. The characteristic feature of this motor was that it was gearless. The



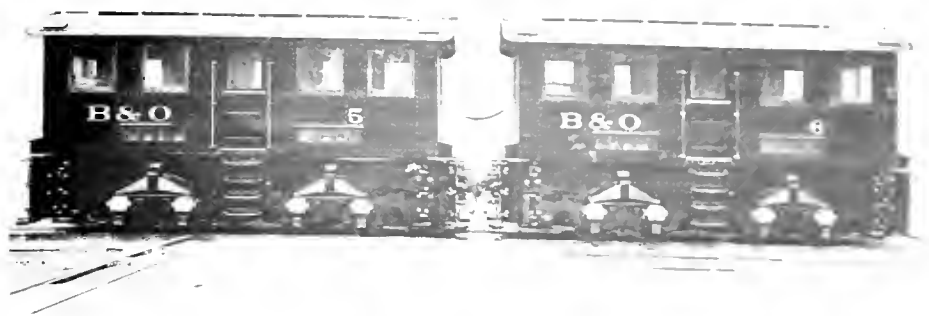
NEW PASSENGER ELECTRIC LOCOMOTIVE

contract was entered into with the General Electric Company for supplying electric locomotives capable of handling passenger service.

It is difficult to appreciate today the courage that was required to make this decision at that period in the history of electric development. Only seven or eight years had elapsed since the electric railway motor had emerged from the experimental stage and had first been applied to the operation of actual street railway cars. The modern development of electric traction and modern types of electric motors and equipment

ordinary railway motor is built independent of the driving axle and transmits its power to the axle through gears, but the AXB-70 was built concentric with the axle and transmitted its power directly to the driving wheels. In this respect these original Baltimore & Ohio locomotives were prototypes of the heavy electric locomotives built since 1907 for passenger service on other lines entering New York City.

It will be easily realized that a number of new problems presented themselves in this pioneer installation and a number of new features had to be incorporated, but the



NEW FREIGHT ELECTRIC LOCOMOTIVE

success of the installation can be seen from the fact that the original locomotives are running today and doing satisfactory service in hauling passenger trains. The locomotives had a capacity of 28,000 pounds' tractive effort, at a speed of sixteen to twenty miles per hour, corresponding to approximately 1,200 horsepower.

About ten years later, the extension of the service and its increased requirements demanded additional locomotives, and it was decided to adopt a type of locomotive particularly suitable for freight service.

The freight locomotives of 1903 are shown in the illustration, and are today the heaviest electric locomotives in operation. Each locomotive weighs 160 tons and is built in two 80-ton halves, coupled together and capable of being operated by one engineer. Each half unit is equipped with four motors geared to the axles. A geared driver was adopted in this case in order to obtain the heavy tractive effort and the slow speeds required for freight service. A complete 160-ton unit is capable of exerting a maximum tractive effort of 80,000 pounds, starting, and a tractive effort of 70,000 pounds at a speed of $8\frac{1}{2}$ miles per hour, corresponding to an output of 1,600 horsepower. One such 160-ton unit takes trains up to 1,800 tons through the tunnel and over maximum grades up to $1\frac{1}{2}$ per cent in daily service.

To compare the capacity of this locomotive with steam locomotives of standard type, it may be noted that in the absence of the electric locomotives three steam locomotives, weighing with their tenders 370 tons, are assigned to this same duty and have difficulty in pulling trains of this weight over the same section of track.

During the present year the service on the Belt Line has demanded a still further addition to the locomotive equipment and

a new contract has been placed with the General Electric Company for two additional locomotives to meet the demands of this additional service. The new locomotives are capable of handling either freight or passenger trains and will be of a somewhat different design from either of the older types, representing, as they do, the latest development in electric locomotive design.

In general, the new type has a flexible wheel-base, consisting of two trucks coupled together and surmounted by a platform carrying a steel cab and running the whole length of the locomotive. The two trucks are permanently linked together with a heavy hinge and carry the draft gear and bumper on the outer end frames. With this construction all hauling and pushing stresses are transmitted through the truck framing on approximately the same horizontal line and are not carried through the center pin into the platform framing. This relieves the platform of all stresses except those due to its own weight and that of the apparatus on it.

The principle embodied in this type of locomotive construction is not new, but is one the success of which has been demonstrated by its practical application to steam locomotives for a number of years. The Mallet compound locomotive, first put in use by the Baltimore & Ohio Railroad, the heaviest type of freight steam locomotive in use, resembles the new Baltimore & Ohio type in that it has a wheel-base made in two halves hinged together and taking the hauling stresses directly through this hinge. The remarkable success of this type of steam locomotive, its low flange wear and its adoption by a number of important railroads for pusher service on their heaviest grade division may be considered as a proof of its suitability for heavy service.

The flexible truck or running gear of the new electrics carries the motors, one motor being geared to each driving axle. On account of the high duty demanded of the motor, double gears are used, one being applied at each end of each motor. This differs from the construction obtaining on ordinary railway motors which are equipped with a gear and pinion at one end only. In such single-geared types of motors the non-symmetrical loading on gears and shafts has frequently been claimed as the source of motor failures, but any danger of failures from this source will be eliminated by the balanced construction adopted on the Baltimore & Ohio locomotives.

Turning now to the apparatus for controlling the locomotive, it will be noted that this is mounted on the platform and inclosed in the cab.

This cab is divided into two parts, a main operating cab occupying the center part of platform and low auxiliary cabs extending from the main operating cab to the outer ends of the locomotive. The end cab contains rheostats, air tanks and such parts of the control apparatus as do not require inspection and care. The engineer's seat is in the main or central cab, well back from the forward end of the locomotive and so located as to afford him the best command of all the apparatus under his control. The low end of cab and the passageway extending from the engineer's window to the forward end of the locomotive leave him a practically unobstructed view of the track and right-of-way ahead. In addition to this the main cab is so short that without leaving his seat he can obtain a very fair view of the train behind or of the switchman at the coupler engaged in coupling up his train. In the main cab are located the engineer's switches, valves and such portions of the apparatus as require handling during operation, or may be subject to inspection.

To obtain some idea of the power of these new locomotives, they may be compared with the heaviest types of steam passenger locomotives. The new Baltimore & Ohio electric locomotives weigh ninety tons on drivers. The weight on the drivers of the Pacific type (2100 type) of steam locomotives, which is the type used for heavy passenger service, very rarely exceeds seventy-five tons. A weight of ninety to one

hundred tons on drivers is only obtained on freight locomotives of the Consolidation and Mikado types. The weight on drivers, which determines the maximum pulling power of the electric locomotives, is therefore comparable with the heaviest types of steam locomotives for freight service.

In the steam locomotive, however, on account of boiler limitations, it is impossible to carry the maximum tractive effort which, in the case of the Pacific type of passenger locomotive, amounts to but 32,000 pounds at speeds higher than eight or ten miles per hour, while the electric locomotive will develop its maximum tractive effort at a speed of $14\frac{1}{2}$ miles per hour. This tractive effort of 45,000 pounds, at a speed of $14\frac{1}{2}$ miles per hour, corresponds to an output of 1,750 horsepower.

The electric locomotive, however, is more flexible and has a greater power than indicated by these figures. By means of the multiple unit control, which is a feature of these locomotives, two of these 90-ton units can be coupled together and operated by one engineer in the forward cab. All the motors are controlled simultaneously by one operating handle, and one engineer thus has under his control a maximum capacity of 3,500 horsepower or a maximum tractive effort of 90,000 pounds, developed from one 180-ton locomotive.

The Baltimore & Ohio Mallet locomotive No. 2400 weighs, complete, 239 tons, of which 167 tons is on drivers, and is capable of developing but 71,000 pounds' tractive effort.

It might be noted that 180 tons represents approximately the weight of a single large steam locomotive and its tender, and that in the steam locomotive only half this weight is on drivers, while in the electric the whole 180 tons is on drivers and is capable of being applied for developing tractive effort.

With a light passenger train, a single 90-ton electric locomotive will develop speeds of twenty-five to thirty-five miles per hour on the level. It is evident from the facts here cited that the Baltimore & Ohio Railroad has in its new locomotive an engine which is suitable for either freight or passenger service and is capable of handling the heaviest freight trains over the tunnel grades or the highest speed passenger trains at the greatest speed consistent with its tunnel service.



SPAN LENGTHS OVER EAST CHANNEL, SUSQUEHANNA RIVER



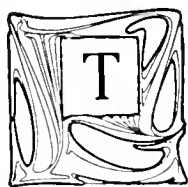
SPAN LENGTHS OVER WEST CHANNEL, SUSQUEHANNA RIVER

The Majestic Bridge of the Baltimore & Ohio Railroad
Over the Susquehanna River



THE NEW DOUBLE-TRACK BRIDGE OVER THE SUSQUEHANNA RIVER

The Majestic Railway Bridge Over the Susquehanna River



THE magnificent new railway bridge of the Baltimore & Ohio Railroad over the Susquehanna River is one of the most beautiful and graceful structures of its kind. It spans the river between Havre de Grace, Md., on the west bank, and Aiken, Md., on the east, crossing Watson's Island, which divides the river into two channels. The west channel is approximately 2,600 feet, Watson's Island 2,000 feet and the east channel 1,400 feet, making a total

length of 6,000 feet. The new bridge, which was practically completed during the present year, is a double-track structure, designed to permit the operation of the heaviest power between Philadelphia and Baltimore, and to eliminate single-track operation, in order to meet the large increase in the volume of traffic.

The original bridge, built in 1886, was a single-track structure suitable for the type of locomotives in service at that time, but inadequate to meet the requirements of the modern type of engine.

In the reconstruction of the bridge con-



SPANS OVER WEST CHANNEL



THE CONCRETE PIERS ON WATSON'S ISLAND



NEAR VIEW OF CONSTRUCTION

crete piers were constructed at ninety-foot intervals on which to support the new

superstructure. Crossing Watson's Island additional piers were placed in the west channel, shortening up the deck spans from 480 feet to 240 feet; the span over the main channel retains its original length of 520 feet. In the east channel the length of the new spans is the same as formerly, with the exception of the span at the west end, which was shortened. These changes in span lengths involved the construction of new masonry and all piers were sunk to solid rock. The piers in the west channel were sunk by pneumatic process and carried to a depth of more than seventy feet below mean low water.

The long-span lengths for the deck span over the east channel and the through span over the navigable portion of the west channel occasioned very heavy construction. The deck span is 520 feet long, weighing approximately 3,100 tons. The total weight of steel in the completed bridge is approximately 16,000 tons, capable of holding the heaviest possible trains of modern construction, with a view to meeting all requirements of the future.

New Freight Terminal Facilities at Washington, D. C.

THE opening for business on July 25th, last, of the new line of the Washington & Western Maryland Railroad, an extension of the Metropolitan Branch of the Baltimore & Ohio Railroad, from Chevy Chase, Md., to Georgetown, D. C., marks an epoch in the industrial development of Georgetown (West Washington) and supplies to the merchants of that section a long-felt need in the way of transportation facilities.

The line is not operated for passenger service, and freight, in carloads only, will be handled, pending the completion of terminal facilities adequate for the handling of all classes of carload and less-than-carload shipments. The terminal will be located at 30th and K, or Water, streets, in the heart of the manufacturing center, the approach to the terminal being on the tracks along K, or Water, Street, along which street are located, among others, the plants of the District of Columbia Paper Manufacturing Company, flour mills of the

George W. Cissell Company, the American Ice Company, the Cranford Paving Company, the Columbia Granite & Dredging Company, Weaver & Kengla, soap manufacturers, the M. C. Mitchell Company, sheet metals, and the new power plant of the Capital Traction Street Railway, now in course of construction.

Well-paved streets lead in every direction from the freight terminals at 30th and Water streets, and there will be team tracks extending along 30th Street to the waterfront of the main channel of the Potomac River.

Heretofore the Georgetown merchants have been obliged to haul their goods long distances from and to the freight terminals, at considerable expense. Now the time and expense of hauling will be minimized.

Intermediate to Georgetown on this new extension from Chevy Chase, along the northwest boundary of the District of Columbia, the territory offers advantages for the location of almost any character of industry, and the trend of the rapid growth and development of the city of Washington is in that direction.

CONDENSED SCHEDULE ROYAL BLUE LINE OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 29, 1910.		No. 504	No. 525	No. 522	No. 508	No. 502	No. 524	No. 508	No. 516	No. 514	No. 512
EASTWARD		DAILY	EXCEPT SUNDAY 5 HOUR	SUNDAY	DAILY	DAILY	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY	DAILY	DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	AM
Lv. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	12.15	2.52	---
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.18	3.46	---
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.25	3.51	---
Lv. PHILADELPHIA	10.16	11.52	12.11	2.02	4.05	5.52	8.19	11.50	3.50	6.00	---
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.17	6.35	8.32	---
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	7.00	8.43	---
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	---

BALTIMORE & OHIO R. R.—ROYAL BLUE LINE—TO AND FROM NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 29, 1910.		No. 555	No. 517	No. 505	No. 501	No. 507	No. 527	No. 509	No. 503	No. 511
WESTWARD		DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY 5 HOUR	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Lv. NEW YORK, 230 STREET	11.50	---	7.50	9.50	11.50	1.50	3.50	5.50	6.50	---
Lv. NEW YORK, LIBERTY STREET	1.30	---	8.00	10.00	12.00	2.00	4.00	6.00	7.00	---
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	---
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23	---
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27	---
Ar. WASHINGTON, NEW UNION STA.	7.50	11.45	1.15	3.50	6.20	7.00	9.00	12.00	12.22	---
	AM	AM	PM	PM	PM	PM	PM	AM	AM	---

BALTIMORE & OHIO R. R.—TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE MAY 29, 1910.		No. 1	No. 7	No. 9	No. 3	No. 5	No. 55	No. 11	No. 15
WESTWARD		LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	PITTSBURG LIMITED	EXPRESS DAILY
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	---	NOTE.
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	---	---
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	---	---
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM	---	---
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 AM	11.32 PM	---	---
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	6.30 PM	9.10 PM	12.10 AM	1.22 PM	9.10 AM	12.30 AM	---	---
Ar. DEER PARK HOTEL	10.12 PM	11.39 PM	---	6.25 AM	7.18 PM	3.19 PM	---	---	---
Ar. PITTSBURG	---	---	6.45 AM	---	9.30 PM	6.25 PM	8.50 AM	Lv. 5.25 PM	---
Ar. CLEVELAND	---	---	12.00 NN	---	---	---	---	---	---
Ar. WHEELING (EASTERN TIME)	---	5.35 AM	---	---	---	8.55 PM	---	Lv. 5.15 PM	---
Ar. COLUMBUS (CENTRAL TIME)	---	8.45 AM	---	---	---	---	---	9.25 PM	---
Ar. OHIOAGO	---	6.15 PM	---	---	---	---	---	7.30 AM	---
Ar. CINCINNATI	8.05 AM	---	---	5.05 PM	---	1.45 AM	---	---	---
Ar. INDIANAPOLIS	11.45 AM	---	---	10.35 PM	---	11.45 AM	---	---	---
Ar. LOUISVILLE	11.50 AM	---	---	9.35 PM	---	7.20 AM	---	---	---
Ar. ST. LOUIS	6.00 PM	---	---	7.28 AM	---	1.40 PM	---	---	---
Ar. OHATTANOOGA	---	---	---	6.20 AM	---	6.10 PM	---	---	---
Ar. MEMPHIS	11.25 PM	---	---	8.45 AM	---	---	---	---	---
Ar. NEW ORLEANS	10.55 AM	---	---	8.15 PM	---	---	---	---	---

Pullman Sleepers to all points. + Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R.—TO ALL POINTS EAST.

EFFECTIVE MAY 29, 1910.		No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14
EASTWARD		LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	DUQUESNE LIM. DAILY	EXPRESS DAILY
Lv. CHICAGO	---	---	---	6.45 PM	10.00 AM	---	---	8.30 PM
Lv. COLUMBUS	---	---	---	---	6.05 PM	---	---	---
Lv. WHEELING (EASTERN TIME)	---	---	6.00 PM	---	11.20 PM	---	---	10.50 AM
Lv. CLEVELAND	---	---	---	7.30 PM	---	3.00 PM	---	---
Lv. PITTSBURG	---	---	---	8.10 AM	---	10.00 PM	---	---
Lv. ST. LOUIS	* 9.00 AM	1.45 AM	---	---	---	---	* 6.00 PM	1.15 PM
Lv. LOUISVILLE	2.10 PM	8.10 AM	---	---	---	---	9.28 PM	---
Lv. INDIANAPOLIS	2.25 PM	* 8.05 AM	---	---	---	---	2.30 AM	---
Lv. CINCINNATI	* 6.35 PM	12.15 PM	---	---	---	---	4.22 AM	---
Lv. NEW ORLEANS	---	8.15 AM	---	---	---	---	8.00 AM	---
Lv. MEMPHIS	---	8.35 PM	---	---	---	---	7.10 PM	---
Lv. OHATTANOOGA	---	9.45 PM	---	---	---	---	6.35 AM	---
Lv. DEER PARK HOTEL	5.05 AM	9.38 PM	---	---	---	---	---	---
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	12.38 PM	---	---	---	---	8.40 PM	4.29 PM
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	4.42 PM	10.45 AM	6.40 AM	2.37 AM	10.25 PM	---
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	5.50 PM	11.54 AM	7.50 AM	3.42 AM	11.30 PM	---
Ar. PHILADELPHIA	4.05 PM	10.15 AM	6.05 PM	11.54 AM	8.00 AM	3.51 AM	1.25 AM	---
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	8.19 PM	2.02 PM	10.15 AM	6.00 AM	3.50 AM	---
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	4.15 PM	12.35 PM	8.32 AM	6.35 AM	---
	---	---	---	4.25 PM	12.45 PM	8.43 AM	7.00 AM	---

Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

THROUGH PULLMAN CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY

ROYAL BLUE LINE OF THE BALTIMORE & OHIO R. R. FINEST SERIES OF
TRAINS IN THE WORLD.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512.** Drawing Room Sleeping Cars from St. Louis to New York, via Philadelphia and Baltimore. Dining Car, a la carte, Philadelphia to New York.
No. 504. Pullman Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.
No. 526. Five Hour Train. Pullman Brother-Smoking Room Parlor Car Washington to New York.
No. 522. Pullman Brother-Smoking Room Parlor Car Washington to New York.
No. 508. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.
No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.
No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electric Lighted Drawing Room Sleeping Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare for smoking or sleeping.
No. 506. Electrically lighted vestibuled train of steel frame coaches. Pullman Observation Parlor Car New York. Dining Car, a la carte, Pittsburgh to New York.
No. 514. Electric lighted Pullman Drawing Room Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 555.** Electric lighted Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.
No. 517. Drawing Room Parlor Car Philadelphia to Washington.
No. 505. Electrically lighted vestibuled train of steel frame coaches. Pullman Observation Parlor Car New York to Pittsburgh. Dining Car, a la carte, New York to Pittsburgh.
No. 501. Drawing Room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, Philadelphia to Baltimore.
No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
No. 527. Five Hour Train. Pullman Brother-Buffer and Smoking Room Parlor Car New York to Washington.
No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Electric Lighted Drawing Room Sleeping Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare for smoking or sleeping.
No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.
No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburgh, Wheeling, Columbus, Cleveland, Chicago, Cincinnati, St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1. Cincinnati-St. Louis Limited.** Entirely new vestibuled train with steel frame coaches and electric lighted drawing room sleeping car New York to St. Louis. Electric lighted drawing room sleeping car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
No. 7. New York-Chicago Special. Drawing Room Sleeping Car New York to Chicago via Cretion and Baltimore. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Wheeling to Cincinnati. Dining Cars serve all meals.
No. 9. Pittsburgh Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburgh.
No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
No. 11. "Pittsburg Limited." Drawing Room Sleeping Car New York to Pittsburgh. Drawing Room Sleeping Car Pittsburgh to Pittsburgh. Dining Car Conneville to Pittsburgh.
No. 5. "Chicago Limited." Entirely new electric lighted vestibuled train with steel frame coaches and drawing room sleeping car New York to Chicago. Observation Parlor Car New York to Pittsburgh. Drawing Room Sleeping Car Pittsburgh to Chicago. Dining Cars serve all meals.
No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Pullman Brother Drawing Room, Smoking Room Parlor Car Baltimore to Pittsburgh. Parlor Car Washington to Wheeling. Dining Cars, Martinsburg to Cincinnati. Grill Car Cincinnati to St. Louis.
No. 15. Buffet Drawing Room Sleeping Car Pittsburgh to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

- No. 2. St. Louis-New York Limited.** Entirely new vestibuled train with steel frame coaches and electric lighted drawing room sleeping car St. Louis to New York. Electric lighted drawing room sleeping car Louisville to New York. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
No. 4. Cincinnati-New York Express. Drawing Room Sleeping Car St. Louis to Cincinnati. Pullman Drawing Room Sleeping Car Washington to New York. Dining Cars serve all meals.
No. 6. Chicago-New York Limited. Entirely new electric lighted vestibuled train with steel frame coaches and drawing room sleeping car Chicago to New York via Pittsburgh. Observation Parlor Car Pittsburgh to New York. Drawing Room Sleeping Car Chicago to Pittsburgh. Dining Cars serve all meals.
No. 8. Chicago-New York Special. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Drawing Room Parlor Car Washington to New York. Dining Cars serve all meals.
No. 10. Night Express. Sleeping Car Pittsburgh to Baltimore. Buffet Drawing Room Sleeping Car Baltimore to Washington. Pullman Parlor Car Washington to New York.
No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburgh to Philadelphia. Drawing Room Sleeping Car Philadelphia to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car, Pittsburgh to New York.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburgh. Drawing Room Sleeping Car Pittsburgh to Baltimore. Pullman Brother Drawing Room, Smoking Room Parlor Car Pittsburgh to Baltimore.
No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car New York to Washington. Dining Car, Wheeling to Washington. Pullman Brother Drawing Room, Smoking Room Parlor Car Washington to New York.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines May Be Had at the Offices of the Company, as Follows:

AKRON, OHIO, Union Station, C. D. HONOLD, Ticket Agent. Howard Street, E. C. JACKSON, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (B. & O. Building), E. A. WALTON, District Passenger Agent; G. W. PAINT, City Passenger Agent; C. W. ALLEN, Traveling Passenger Agent; G. D. CRAWFORD, City Ticket Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CHOMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 256 Washington Street, H. B. FAROAT, New England Passenger Agent; T. K. RUTHER, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON CO., INC., Ticket Agent.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. T. MORTLAND, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PIERING, District Passenger Agent; ROYAL ALLAN, City Passenger Agent; H. W. McKEWIN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, A. V. HARGER, Traveling Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and Fifth Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, W. R. MOORE, Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 513 Traction Building, C. H. WISEMAN, District Passenger Agent; H. C. STEVENSON, Traveling Passenger Agent; S. T. SEELY, Traveling Passenger Agent; G. A. MANN, Passenger Agent. 430 Walnut Street, T. J. WEST, City Ticket Agent. Vine Street and Arcade, C. G. COBB, Ticket Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANGHART, Agents General, B. & O. S.-W., office, Avenida 5 de Mayo 3.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, District Passenger Agent; GEO. A. ORA, Traveling Passenger Agent; F. E. OIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, F. P. COPPER, District Passenger Agent; E. H. SLAY, City Ticket Agent. Union Depot, E. J. BUTTERWORTH, Ticket Agent.
CONNELLSVILLE, PA., H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 4th and Scott Streets, O. M. ANNOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 254, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOUISVILLE, KY., B. & O. S.-W., 4th and Market Sts., R. S. BROWN, District Passenger Agent; J. G. ELOIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th Street Station, A. J. CRONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
MT. VERNON, OHIO, J. C. PATTERSON, Ticket Agent.
NEWARK, OHIO, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, J. B. SCOTT, General Eastern Passenger Agent; E. V. EVERTSEN, Traveling Passenger Agent; A. J. SMITH, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1390 Broadway, S. R. FLANAGAN, Ticket Agent. No. 6 Astor House, G. F. PERRY, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 225 Fifth Avenue, RAYMOND & WHITCOMB, Ticket Agents. 55 Avenue B, Cor 4th, MAX LEDERER, Ticket Agent; 77 Ridge Street, S. W. BARASCH, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. S. WALKER, Ticket Agent.
PARKERSBURG, W. VA., J. MOO. MARTIN, Traveling Passenger Agent; O. J. PROUDFOOT, Ticket Agent; J. W. JONES, Ticket Agent (Ohio River).
PHILADELPHIA, 834 Chestnut Street, BERNARD ASHBY, District Passenger Agent; W. W. BAEKEY, Traveling Passenger Agent; C. D. OLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, CHAS. C. WILLIAMS, Ticket Agent. 1005 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3355 Market Street, UNION TRANSFER CO., Ticket Agents. 603-5 South 3d Street and 1146 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, E. T. MAOWAN, Ticket Agent.
PITTSBURG, Henry W. Oliver Building, Sixth Avenue and Smithfield Street, A. W. TIDDY, Traveling Passenger Agent. 403-5-7 Fifth Avenue, W. S. MILLER, City Ticket Agent; EDW. EMERY, City Passenger Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, G. S. BECK, Ticket Agent.
SAN FRANCISCO, CAL., 238 Mondrnock Building, H. C. PICULELL, Pacific Coast Agent; C. W. DOERFLINGER, Traveling Passenger Agent.
SEATTLE, WASH., Room 210 Marion Block, D. L. MELVILLE, Traveling Freight and Passenger Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLERVE, Assistant General Passenger Agent; J. L. HORNING, City Passenger Agent; B. N. EDMONDSON, City Ticket Agent; L. G. PAUL and GEO. SCHEER, Station Passenger Agents; W. F. GEISERT, Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 1417 G Street, N. W., S. B. HEGE, District Passenger Agent; J. LEWIS, JR., City Passenger Agent; C. E. PHELPS, Passenger Agent; H. R. HOWSER, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. New Union Station, Massachusetts and Delaware Avenues, JOE KAMPE, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McClure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITON, Ticket Agent; 814 Market Street, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIBEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at
TICKET OFFICES THROUGHOUT THE COUNTRY.

G. W. SQUIGGINS, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.
 J. P. TAGGART, Assistant General Passenger Agent, Oliver Building, Pittsburg, Pa.
 W. E. LOWES, Assistant General Passenger Agent, B. & O. Building, Baltimore, Md.
 C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 C. S. WIGHT, General Traffic Manager, Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.

Deer Park Hotel

AND COTTAGES

DEER PARK, MARYLAND

On the Crest of the Alleghanies



September—The Most Beautiful Month at This Delightful Summer Resort

This famous hostelry on the high plateau of the Alleghany Mountains, known as the "Glades," remains open through September.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea-level, out of reach of malaria and mosquitoes. The hotel buildings are located in a magnificent park of 500 acres of forest and lawn. Miles of perfectly kept roadways afford delightful motoring and driving.

The hotel is thoroughly equipped with bowling alleys, billiard rooms, tennis courts, golf links, swimming pools, livery, etc., and the excellent cuisine has always been a matter of most favorable comment. No mountain resort equals it for accessibility—only eleven hours' ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six hours from Washington; seven hours from Pittsburgh; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

Deer Park guests can take through sleeping cars from any of these cities and alight at the hotel without change of cars. The dining car service is excellent. Very few summer resorts enjoy the privilege of through train and Pullman car service from all points such as Deer Park.

For rates in hotel, annexes or cottages, or illustrated booklets and floor plans, apply to

W. E. BURWELL, Manager
Deer Park, Maryland

Taxicab Service

Baltimore & Ohio Railroad

TERMINALS

NEW YORK CITY

West 23d Street
Terminal

Liberty Street
Terminal

BALTIMORE

Mount Royal Station Camden Station

WASHINGTON

Union Station

PITTSBURG

B. & O. Station, Smithfield and Water Streets

FARES

The Taxameter measures accurately the distance traveled and the waiting time, and automatically computes, indicates and records the exact fare for the service rendered.

The amount to be paid by the passenger is the sum of the figures shown by the indicator marked "Fare" and by the indicator marked "Extras."

As rules governing fares are different in each city, patrons can secure rate cards and full information from Information Bureaus.

BALTIMORE & OHIO

Quick Dispatch Freight Service

"Q. D." No. 97 Westbound

	From New York (Pier 7, 5.45 pm; Pier 22, 6.00 pm)	From Philadelphia (East Side, 10.25 pm)	From Baltimore (Camden, 8.20 pm and 2.05 am)
To Chicago (due 5.00 am),	3d Morning	3d Morning	3d Morning
To Columbus (due 9.00 am),	2d Morning	2d Morning	2d Morning
To Cleveland (due 5.25 am),	2d Morning	2d Morning	2d Morning
To Wheeling (due 2.40 am),	2d Morning	2d Morning	2d Morning
To Pittsburg (due 3.00 am),	2d Morning	2d Morning	2d Morning
To Cincinnati (due 10.05 am),	2d Morning	2d Morning	2d Morning
To Louisville (due 5.15 am),	3d Morning	3d Morning	3d Morning
To St. Louis (due E. St. L. 6.40 am),	3d Morning	3d Morning	3d Morning
To Milwaukee	4th Morning	4th Morning	4th Morning
To Kansas City	4th Morning	4th Morning	4th Morning
To Toledo	3d Morning	3d Morning	3d Morning

"Q. D." No. 94 Eastbound

	To New York (Due 6.30 am)	To Philadelphia (Due 10.40 pm)	To Baltimore (Due 6.00 pm)
From Chicago (6.00 pm),	3d Morning	3d Morning	3d Morning
From Columbus (7.30 pm),	3d Morning	3d Morning	3d Morning
From Cleveland (6.40 pm),	3d Morning	3d Morning	3d Morning
From Wheeling (9.50 am),	2d Morning	2d Morning	2d Morning
From Pittsburg (8.00 pm),	2d Morning	2d Morning	2d Morning
From Cincinnati (8.50 am),	2d Morning	2d Morning	2d Morning
From St. Louis (E. St. L. 3.00 pm),	3d Morning	3d Morning	3d Morning
From Louisville (7.45 pm),	3d Morning	3d Morning	3d Morning

CORRESPONDING FAST TIME BETWEEN OTHER POINTS EAST AND WEST

MERCHANDISE MOVED IN ONE NIGHT

In Both Directions

Between New York, Baltimore and Washington
Philadelphia, Baltimore and Washington

CONTINENTAL LINE FAST FREIGHT LINE OPERATING
VIA B. & O. R. R., EAST AND WEST

O. A. CONSTANS, Western Freight Traffic Manager	CHICAGO, ILL.
T. W. GALLEHER, General Freight Agent	BALTIMORE, MD.
D. G. GRAY, General Freight Agent	PITTSBURG, PA.
E. M. DAVIS, General Eastern Freight Agent	NEW YORK
C. H. HARKINS, General Western Freight Agent	CHICAGO
S. T. McLAUGHLIN, General Freight Agent B. & O. S. W.	CINCINNATI, OHIO
T. H. NOONAN, General Manager Continental Line	CINCINNATI, OHIO
C. S. WIGHT, General Traffic Manager	BALTIMORE, MD.

OPPORTUNITIES

The Baltimore & Ohio Railroad is an east and west trunk line, directly connecting the Atlantic sea-ports—New York, Philadelphia and Baltimore—with Chicago, St. Louis and other large cities of the Great Lakes and Middle West. Crossing the States of Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Ohio, Indiana and Illinois, it passes through excellent agricultural tracts in each State.

The middle divisions offer the best, cheapest and most abundant fuel supply for manufacturing in the United States. The deepest and strongest natural gas fields to be found anywhere are in West Virginia, and drift-mining of coal is possible in nearly every part of this State. Other deposits of high quality exist in abundance, such as iron-ore, limestone, dolomite, sand and clays.

Villages of ten years ago are now thriving manufacturing cities, with miles of paved streets, electric car lines, fine hotels, business blocks, schools and public buildings rivaling those of metropolitan cities.

The Industrial Department of the Baltimore & Ohio Railroad offers its services to manufacturers.

W. W. WOOD
General Industrial Agent
BALTIMORE, MD.



Map of
the
EASTERN
RAILROADS
AND CONNECTIONS

Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1910



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
2	3	4	5	6	7	8	6	7	8	9	10	11	12	6	7	8	9	10	11	12	3	4	5	6	7	8	9
9	10	11	12	13	14	15	13	14	15	16	17	18	19	13	14	15	16	17	18	19	10	11	12	13	14	15	16
16	17	18	19	20	21	22	20	21	22	23	24	25	26	20	21	22	23	24	25	26	17	18	19	20	21	22	23
23	24	25	26	27	28	29	27	28						27	28	29	30	31			24	25	26	27	28	29	30
30	31																										
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
15	16	17	18	19	20	21	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
22	23	24	25	26	27	28	26	27	28	29	30			24	25	26	27	28	29	30	28	29	30	31			
29	30	31												31													
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
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25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31

ROYAL BLUE TRAINS

C. S. WIGHT,
GENERAL TRAFFIC MANAGER
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.



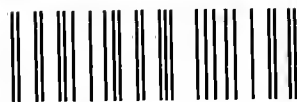






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